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BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

# Auto EXPRESS

THE CAR NEWS WEEKLY

## DRIVEN NEW AUDI R8



Same looks, but a whole lot more fun

# NEW HONDA HR-V

We drive the new SUV  
that's very easy to love



**PLUS HR-V  
RIVALS TESTED**

## MAZDA'S 'MX-5 SUV'

CX-3 faces Nissan Juke and Renault Captur



## JAGUAR'S NEW ECO XE

First drive in new low-CO<sub>2</sub> exec

9 770954 886234 29>  
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**NEW MERC E-CLASS** Smarter than an S-Class (and a lot less cash)





Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption



A red Audi RS 3 Sportback is shown from the front, positioned in a large, arched tunnel. The car is being pulled forward by a thick cable connected to a mechanical system on the floor. The tunnel's interior is made of dark, curved panels, and several bright lights are mounted along the top, creating a dramatic, high-contrast scene. The car's license plate reads 'B71 TCC' and it features 'RS3' and 'quattro' badges on the front grille.

**Audi Sport**

**The all-new  
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Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO<sub>2</sub> emissions 194 – 189g/km. Standard EU test figures  
figures. Image for illustrative purposes only, includes optional extras.





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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.





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**TECH  
SECRETS  
OF ALL-NEW  
E-CLASS**  
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**Online  
this week**



**First drive verdict on  
new BMW 3 Series**

THE compact executive class is more competitive than it has ever been, with an all-new Audi A4 on the way, the Jaguar XE making an impressive debut and the Mercedes C-Class the reigning World Car of the Year.

As you'd expect, BMW has met the challenge head-on, and facelifted its hugely popular 3 Series, with styling upgrades and new engines.

Log on from Thursday, as we get behind the wheel to deliver our definitive first drive verdict.

**For more visit  
autoexpress.co.uk**

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Yaris Icon 3 - door 1.0 VVT-i Manual. Official Fuel Consumption Figures in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO<sub>2</sub> Emissions 99g/km. The mpg & CO<sub>2</sub> figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Yaris Icon 3 - door 1.0 VVT-i Manual at £12,745. Price excludes metallic paint at £495. Prices correct at time of going to press. \*0% APR Representative available on new retail orders of Yaris (excluding Active) when ordered between 1 July and 30 September 2015 and registered and financed through Toyota Financial Services by 31 December 2015 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 42 month AccessToyota contract with £179 customer deposit, £900 Finance Deposit Allowance and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over contracted charged at 8p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.





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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# Step forward Mercedes – still first when it comes to new tech



**AE** HIDDEN under the camouflage above is the most advanced car we've ever encountered – a car that you'll be able to buy within the next 12 months. And it should come as no surprise that there's a three-pointed star on the bonnet.

Over its long history, Mercedes has registered more safety patents than any other car company and has been first to market with everything from diesel passenger cars to ABS and airbags.

The new E-Class that's hidden by the swirly camouflage above will blow you away with the technology on offer, almost making its bigger, more luxurious brother, the S-Class, seem old-fashioned!

Mercedes usually rolls its new kit down from bigger models to small ones, but such is the speed with which tech is developing, it can't wait – so the E-Class is getting tech the S-Class doesn't yet have.

Here's a taster: you'll be able to open it with your mobile phone in your pocket rather than a key; you'll be able to use your phone to park your car, too; semi-autonomous driving will make life easier for the driver on the motorway; and it can warn other cars of a potential hazard on the road ahead. All that, plus it'll help you avoid accidents and protect you better if an impact is unavoidable.

I'm finding this tech race fascinating, not only for the clever stuff that's coming, but who's getting there first. Let's be honest, it won't be long before what I've described above is commonplace in a great many cars – we have the pleasure of hearing every car maker's grand plans, and many are singing the same (or very similar) tech tunes. That's because they use the same suppliers who are often providing the really clever stuff.

But there's always one car maker that gets there first and, once again, it's Mercedes leading the way.



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- **Honda hits middle ground between supermini and compact SUVs**
- **Classy styling, comfortable ride, Magic Seats, diesel/petrol engines**



**James Batchelor**  
James.Batchelor@dennis.co.uk  
@JRRBatchelor

**AE** THE NSX and Civic Type R may well be the cars whipping up some much needed excitement around the Honda brand at the moment, but the model that has the job of selling in large quantities to the average person on the street is the new HR-V.

The last time we saw these three letters on a Honda was the quirky HR-V of 1999 – part estate, part sporty hatch and part SUV. This time around, it's something a bit more conventional, albeit sitting between the established competition. It uses the same platform as the next-generation Jazz supermini, but with a length of 4,294mm it's 159mm longer than a Nissan Juke. However, it has the interior space to rival the likes of the larger Nissan Qashqai.

Honda has form here, though. Take its CR-V SUV – a clear rival for the Qashqai, Kia Sportage and Mazda CX-5 – which is noticeably bigger with a roomier cabin. The HR-V, then, sits in the middle ground between the Juke and Qashqai, Renault's Captur and Kadjar and Mazda's CX-3 and CX-5. And with prices ranging from just under £18,000 to around £25,000, it's positioned neatly between these markers.

The HR-V doesn't follow the Tonka-truck styling of the Jeep Renegade and nor does it play with cutesy lines like the Fiat 500X; but instead, it goes for a more high-riding, sporty look. The combination of a rounded front, curved window area and arching roofline gives a jacked-up coupé profile, all helped by the pronounced crease running through the two side doors and hidden rear door handles.

At the back, there are boomerang-like tail-lights, but they're the only real styling flourish on a rear end that borders on being plain – the CX-3, Captur and even larger crossovers like the Qashqai are more distinctive. Still, the HR-V remains


a world away from its larger CR-V brother's somewhat awkward and boxy styling.

This bold look continues inside, too. The dashboard design is refreshingly upmarket, with liberal use of sophisticated looking piano-black trim. A high centre console cocoons the driver, and the cabin has a number of nice design touches, such as the thin, stubby gearlever that feels great in the palm of your hand and a 3D-like speedo – but the fabric-covered doors unfashionably hark back to the eighties.

An elegant-feeling, leather-wrapped steering wheel is a nice touch, as are the climate controls that are housed in a classy, touch-sensitive panel just under the seven-inch touchscreen. It's just a shame that the upper part of the dash is made out of scratchy, hard plastic and the Garmin sat-nav system is out of step with the rest of the upmarket cabin.

SE Navi and top-spec EX models don't use a bespoke Honda system, and instead rely on a Garmin set-up. It's relatively easy to use, but its bright colours and clunky operation do not sit well with the Android-based infotainment's other features, such as the slick home menu that includes Internet radio, MirrorLink, Internet browsing and an assortment of apps which can be downloaded from the Honda Store.

Aside from this, standard kit is good, with even the entry-level S model coming with 16-inch alloys, Bluetooth, climate control, cruise control, front and rear parking sensors and heated door mirrors.

The HR-V's interior space will be enough to sway a lot of buyers, though. Up front, it's easy to get a good driving position thanks to plenty of steering wheel and seat adjustment, and despite the high centre console, the HR-V feels spacious. A large 

## Essentials

### Honda HR-V 1.6 i-DTEC EX

|                        |                                     |
|------------------------|-------------------------------------|
| <b>Price:</b>          | £24,945                             |
| <b>Engine:</b>         | 1.6-litre 4cyl turbodiesel          |
| <b>Power:</b>          | 118bhp/300Nm                        |
| <b>Transmission:</b>   | Six-speed manual, front-wheel drive |
| <b>0-62mph:</b>        | 10.5 secs                           |
| <b>Top speed:</b>      | 119mph                              |
| <b>Economy:</b>        | 68.9mpg                             |
| <b>CO<sub>2</sub>:</b> | 108g/km                             |

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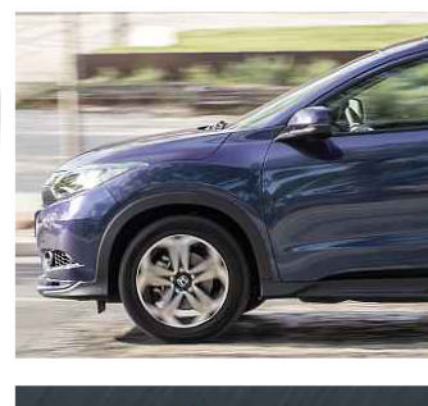


**ENGINE** British-built 1.6-litre i-DTEC diesel is cheap to run and sourced from the Civic. But it's not as well suited to the HR-V, and is a little noisy on the move



# Honda

■ **FIRST DRIVE** We get b







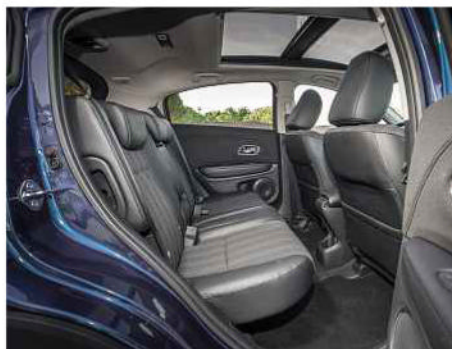
# la HR-V touches down

behind the wheel of stylish new SUV that's a similar size to Juke but with Qashqai-like practicality



## INTERIOR

There's lots of room in both the front and rear, with plenty of scope for adjustment in the driver's seat. Ride is composed







**"It's easy to get a good driving position thanks to plenty of steering wheel and seat adjustment"**



**PRACTICALITY** HR-V uses Honda's patented Magic Seats system, and boot space is impressive. With the rear seats up, there's 470 litres (40 litres more than in the Qashqai) and 1,533 litres (50 litres less) when folded down

cubby hole in the centre console with clever pop-out dividers that allows you to store drinks and other objects is a nice touch, and so too is the area under the centre console. Here, you'll find the USB port to connect your phone.

In the back, there's acres of legroom even if a six-footer is behind the wheel, and the 470-litre boot is 40 litres bigger than the Qashqai's. Fold the rear seats down, and you get 1,533 litres – around 50 litres down on the Nissan's capacity yet 250 litres more than in the CX-3 and nearly 350 up on the dinky Juke's. Opt for the panoramic glass roof (standard on EX cars), though, and those in the back might get cricked necks.

However, the HR-V's trump card is its Magic Seats. Pinched from the Jazz, the rear seat squabs can be folded up against the seatbacks, allowing tall items like plants to be safely carried inside the car as opposed to rolling around in the boot.

While plants won't be rolling around in the HR-V, people might. The car may have sporty looks, but Honda didn't want to put off its core buyers by making the suspension too firm. This means that the HR-V leans in a series of bends, but it also allows the car to glide over potholes instead of crashing into them. And that makes a change over hard-riding compact

**"The HR-V is easily the finest-riding car in the crossover class"**

crossovers like the Juke. So, the HR-V is easily the finest-riding car in the class.

Honda is offering just two engines in its newcomer, both in two-wheel drive: a brand new 128bhp 1.5-litre i-VTEC petrol and a 1.6-litre i-DTEC diesel. We drove the latter and, again, it's a mixed bag. It's the perfect engine for the Civic, but it's noisy and a little harsh in the crossover. With 118bhp, it's not tremendously powerful, either, and can feel a little breathless when accelerating.

But it does reward your wallet – it claims 68.9mpg economy (on our EX model) and we averaged over 55mpg on our test route. Plus, annual road tax is just £20.

Aside from the growly diesel, the rest of the HR-V is decent. Steering feel is never really evident, but it's light and accurate, while the stubby gearlever is paired with a slick-shifting six-speed box. An electronic parking brake features a handy auto hold and release, while Hill Start Assist and city braking are standard across all models.

Mid-spec SE, SE Navi and range-topping EX models come with the full suit of Honda safety kit, such as a Cross Traffic Monitor, Forward Collision Warning, Lane Departure Warning and Traffic Sign Recognition.

With the HR-V S petrol starting at £17,995 and the top-spec EX diesel at just under £25,000, Honda has positioned the car as an expensive supermini crossover and a competitive compact crossover.

But should you buy one? If the idea of a spacious, comfortable small crossover appeals, then the HR-V is a good option, but the lure of the larger and more proven Qashqai for similar money is hard to resist.



**STYLING** Hidden rear door handles add to the HR-V's sporty coupé look, while side sills are an attractive optional extra



## Auto Express Verdict

FORGET the Civic Type R and NSX, it's the HR-V and the new Jazz that are the crucial new cars for Honda. Nissan Juke-sized yet with a Qashqai-sized boot, the HR-V is a pricey supermini SUV. It has a lot going for it, though: it's stylish, spacious and cheap to run in diesel form. If the idea of a roomy car in a compact body appeals, the HR-V should be high on your list.





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Official fuel consumption figures in mpg (l/100km) for the New Ford Focus Range: urban 32.1-74.3 (8.8-3.8), extra urban 49.6-91.1 (5.7-3.1), combined 41.5-83.1 (6.8-3.4). Official CO<sub>2</sub> emissions 159-88g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



**Go Further**



# Tech secrets of Mercedes'



## INTELLIGENT DRIVE

By reading road markings and tracking the car in front, the E-Class can offer semi-autonomous driving on the motorway and in slow-moving traffic



## CAR-TO-X COMMUNICATION

Information about hazards and potential incidents ahead can be communicated between cars over short distances



## SPEED LIMIT PILOT

The advanced cruise control system is able to increase and decrease the vehicle's speed automatically by reading roadside speed limit signs



**"The release of the new E-Class will see Mercedes move a step closer to autonomous driving"**



**Jonathan Burn**  
Jonathan\_Burn@dennis.co.uk  
@Jonathan\_burn

**AE** THE pieces of Mercedes' seventh-generation E-Class jigsaw are beginning to come together. Set to be launched in the spring following a world debut at the Detroit Motor Show in January, the BMW 5 Series-rivalling saloon and estate models will become the most technologically advanced cars that Mercedes has ever produced.

The release of the new E-Class will see the brand move a step closer to autonomous driving, with nine all-new or comprehensively updated driver assistance systems in place, including remote parking pilot and steering pilot functions. The car will also adopt many of the features seen in the latest S-Class, but take them on to a new level.

Key to the E-Class' talents is a labyrinth of next-generation sensors, cameras and radars, which has enabled Mercedes to take

## ■ E-Class' clever tech revealed ■ Set for 2016 Detroit show debut

the next step towards full autonomous driving. There may be 12 fewer sensors and four less cameras on the new model compared to its predecessor, but they all feature increased functionality, which reduces cost and complexity.

An updated version of Mercedes' Intelligent Drive enables the E-Class to negotiate bends on the motorway while maintaining a safe distance from slower-moving vehicles in front at speeds of up to 124mph. Yet the system is not a hands-free operation, and an audible alert will prompt the driver into regaining control if the car detects a lack of concentration.

Even when road markings are unclear, the Mercedes is still able to maintain lane discipline through corners at up to 80mph by analysing the surrounding area as well as the car in front. Intelligent Drive can also





# all-new E-Class revealed



## DIGITAL KEY CARD

Near Field Communication technology will allow smartphones to replace a conventional vehicle key



## REMOTE PARKING PILOT

Operated via a smartphone app, tech allows drivers to move the car backwards and forwards while it automatically avoids any obstacles



## ACTIVE BRAKE ASSIST EVASIVE STEERING ASSIST

Cameras, sensors and radars can detect potential accidents ahead and apply necessary measures to avoid them by assisting the driver with an evasive manoeuvre. The E-Class is also capable of bringing the car to an emergency stop automatically

## PROTECTING THE PASSENGERS

When a collision is unavoidable, the E-Class does all it can to protect its occupants. It deploys side bolster airbags to move passengers away from the point of impact, while also pumping out sound waves to protect their hearing



These exclusive images give an idea of how final production E-Class might look upon its spring arrival

Christian Schulte

automatically increase or decrease the car's speed by reading speed limit signs if the driver fails to take any action.

Another huge step forward comes in the way of accident prevention. Active Brake Assist and Evasive Steering Assist work in tandem to warn of and prevent potential collisions. The first system now boasts increased functionality, and can provide visible warnings of potential dangers as well as being able to automatically apply the brakes in an emergency situation. Plus, it can detect and analyse moving traffic at junctions ahead.

Evasive Steering Assist identifies when a driver is taking evasive action and applies additional steering force to ensure the pedestrian or vehicle is avoided.

Car-to-X Communication is another safety system which will debut on the E-Class, and it's the first set-up that allows cars on the same road to communicate

with each other and warn of upcoming potential hazards or accidents.

Smartphones will play an increasingly important role with the E-Class, with a new remote parking smartphone app enabling drivers to park their vehicle remotely from outside of the car. Plus, they'll be able to use their mobiles to lock and unlock the car via the new Digital Car Key system.

But Mercedes has also been working on tech that better protects those inside in the event of a collision, using airbags in the side bolsters to move occupants away from the point of impact while pumping sound waves through the speakers to help prevent any lasting hearing damage caused by the crash or deployment of the airbags.

Mercedes will announce further mechanical advances for the seventh-generation E-Class closer to its debut at next year's Detroit Motor Show.



# Driven: Divine DS that poi

**Luxury concept hits the road**  
**Points to DS's design future**



**Richard Ingram**  
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**AE** THE Divine DS first appeared at the 2014 Paris Motor Show, and bosses stressed from the outset that such a car would never make production. However, they did confirm that aspects of the design will make their way on to new DS models in the future. Nearly 10 months later – and only weeks after the Divine was showcased on DS's stand at the Goodwood Festival of Speed – Auto Express has been given the chance to drive it.

The first thing you notice is how small the car is. Forget the show pictures – this is a beautifully proportioned Ford Focus rival whose footprint more closely resembles the DS 3 than the DS 4's. However, opening the scissor doors reveals a cabin like no other.

There's an aeroplane-style squared-off steering wheel and classy head-up display, while the sharp diamond shapes and intricate gearbox buttons dominate the centre console. The sweeping leather dash is another interesting feature, as it continues through the car, past the front seats and into the rear, while the back is accessible via a pair of rear-hinged doors.

Outside, there are hints of Jaguar XE at the front and Porsche 911 at the back. The chrome flashes give a premium look, while the intricate lights and floating A-pillars are fascinatingly detailed. Scaled panels replace the rear window, with a camera at the top to help with parking.

Under the bonnet is PSA's 267bhp petrol turbo from the Peugeot RCZ R. In theory, this should help the Divine go from 0-62mph in around six seconds, with a top speed of



Fressard uses diamond design theme to stunning visual effect throughout the new Divine DS



## i30 spotted testing in hot 'N' guise

HYUNDAI is aiming to cash in on its World Rally Championship programme with a new, hot series of 'N' models – and Auto Express has caught the first car testing. The i30 N is due in 2017 and has a larger bodykit, bigger alloys and room for a meatier exhaust.

It'll use stiffened suspension and possibly a tweaked version of the i30 Turbo's 184bhp 1.6-litre turbo petrol engine with enough power to take on current hot hatch heavyweights. Whether that means an out-and-out racer like the Ford Focus RS, or a more usable everyday car like the ST, remains to be seen.

Since hiring former BMW M boss Albert Biermann last year, Hyundai's focus has been on creating a series of halo products to attract buyers to lesser models in the range. The i30 will be the first 'N-car', followed by i20 and i20 Coupé N models.

**HOT STUFF**  
Our spy shots show that the faster i30 could get a larger bodykit, bigger alloy wheels and a bigger exhaust



## WIN A CAR IN A MILLION

HOW do you fancy getting your hands on a stylish new hatchback that celebrates an important landmark for Kia?

As we reported in Issue 1,376, the brand recently built its millionth Cee'd at its Slovakian factory, and we were on hand to get the next million on the way – by helping to build number 1,000,001.

And now you can win that car, a stylish 98bhp 1.4-litre pro\_ceed SR7 in Fusion White paint (below). Log on to [www.autoexpress.co.uk/winakia](http://www.autoexpress.co.uk/winakia) to enter and for full terms and conditions.





# nts to bright future

Concept hit road after debut at Paris show late last year



**INTERIOR** Our man Ingram experiences the luxurious cabin, which has a vague hint of new DS 5. Diamond-shaped leather gives it unique appeal

**LIGHTS** Rear light clusters are like pieces of high-end jewellery, and give an indication of where the newly launched brand is going design-wise

155mph. However, in reality, the car's still very much a concept, so is limited to 30mph. It also makes use of DS's EAT6 auto, with steering wheel-mounted paddles. Our car required inputs on the upshift, but changed down itself as we softly applied the brakes.

While it's impossible to gain real driving impressions from a multi-million-pound experiment such as this, we had the chance to quiz designer Damien Fressard about what we can expect from DS. "This is a showcase of ideas and new things," he said. "It's not necessarily a production model, but it gives

a feeling of the detail and luxury of future cars. We're going to see 'interchangeability' of the interior. For example, you'll be able to change the inside of the doors and the dashboard. We're not talking about small details, but major things inside."

On the exterior, it's Fressard's use of diamond shapes that we'll see throughout the next-generation DS models. Inspired by the logo, the sharp edges have been executed all over the Divine's sculpted body – and they'll appear on the six new DS cars due by 2020, including more than one SUV.



## Verdict

HOW this concept drives isn't as important as what it says – it's a fascinating look at the future of the brand. Design will play a huge part in whether this fledgling luxury brand sinks or swims, but if DS wants to succeed, it'll need to hit its German rivals where it hurts – from behind the wheel. Expect to see quite a few of the Divine's styling cues in the six new DS cars planned to arrive by 2020.



## news in brief



### Countryman gets in trim for business

THE MINI Countryman is due to be replaced next year, but to boost the current car's appeal with fleet buyers a new Business trim has been introduced for the Cooper D ALL4 (above).

Fitted with 17-inch alloys, sat-nav, parking sensors, air-con plus auto lights and wipers, the Cooper D Business is available from £199 per month. It features a 1.6-litre diesel capable of 60.1mpg, and 123g/km CO<sub>2</sub> emissions.

### 100mpg Civic sets economy record

TWO Honda employees have set a new fuel-economy record – averaging more than 100mpg over 8,387 miles.

Fergal McGrath and Julian Warren, from Honda UK's R&D department, completed the feat in an unmodified Civic Tourer 1.6 i-DTEC, covering all 24 EU countries in only 25 days. Starting and finishing in Aalst, Belgium, they spent a mere £459 on fuel and averaged 100.31 miles per gallon over the trip.

### Rapid latest to go down Scout route

IN a bid to inject some fresh appeal into the Rapid Spaceback range, Skoda has introduced a new Scoutline model (below). It's set to go on sale in Europe this month, but there are currently no plans to bring the Scoutline to the UK.

Cut from the same cloth as the existing Octavia Scout, the newcomer brings some SUV ruggedness to the Rapid Spaceback. Black plastic body cladding and skidplates have been added, with a choice of 16 or 17-inch alloy wheels also available.



## Wraps come off Laguna successor



**OFFICIAL**



With its new face previewing the next Mégane hatchback, the striking Talisman executive saloon will target the Passat and 6

RENAULT has released official images and details of the long-awaited successor to the Laguna saloon, the Talisman.

The newcomer will go on sale in Europe at the end of the year, but there's bad news for any Brits who like the look of it, as there are currently no plans to bring it over here. It gets a sleek, executive profile

in line with market leaders such as the Volkswagen Passat and Mazda 6. The front-end design is believed to be the fresh Renault family face that we'll eventually see on next year's new Mégane hatch.

The Talisman is 4.85 metres long – 70mm longer than the Passat – 1.87 metres wide, offers best-in-class passenger space

according to Renault, and has an impressive 608-litre boot. It's also the only car in its class to offer four-wheel steering.

At launch, there'll be two petrols and three diesels: 148bhp and 197bhp TCE turbo petrols and 109bhp, 128bhp and 158bhp dCi diesels. It'll be launched in early 2016, and then hit Turkey and North Africa.





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# Sizzling F-Type SVR warms up

- **567bhp V8 coupe on way**
- **Possible debut at LA show**



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**AE** IT'S time for the 543bhp F-Type R Coupé to move over – Jaguar has something even more potent waiting in the wings. These are the latest spy pictures of the range-topping F-Type SVR lapping the Nürburgring ahead of its debut later this year, possibly at the LA Motor Show in November.

Following on from the ballistic Range Rover Sport SVR, this will be the first Jaguar to wear the SVR badge and despite the obligatory swirly camouflage, it's clear the SVR will take its design inspiration from the limited-run Project 7, albeit without the asymmetrical D-Type fin on the rear deck and decals on the flanks.

As well as styling cues, the hottest F-Type is also expected to share the Project 7's powertrain, a 567bhp version of the familiar 5.0-litre supercharged V8 coupled to a faster eight-speed automatic gearbox. We can also expect further changes beneath the skin, with the SVR likely to feature a more focused suspension set-up and recalibrated steering.

At the front, there are gaping air vents flanking the wide mouth grille, while a front splitter nestling beneath the bumper can also be picked out. Huge carbon ceramic brakes, here grabbed by gold calipers, can be spied beyond the arch-filling alloy wheels and a new fixed rear spoiler – perfectly matching the one from the Project 7 – will work with a larger rear diffuser tucked between the quad exhaust pipes to boost downforce at the back.

To help contain the extra grunt, and to separate it from the more extreme, rear-wheel-drive Project 7, Jaguar's new AWD system is



## SPIED

Seen here on test at the Nürburgring, the F-Type SVR clearly takes cues from the limited-run Project 7 car, most notably the fixed rear spoiler



expected to feature as standard, while both Coupé and Roadster versions will be offered. Lightweight seats and those carbon brake discs should help to shed a few kilos, but this won't be a focused track special – the F-Type SVR will be very much a long-distance GT car at heart.

An exact on-sale date and pricing are yet to be announced, but expect to pay something between the £91,650 asking price for the AWD F-Type V8 R Coupé and the £130,000 tag for a Project 7.

# Call for graduated licences to be introduced

**FRESH** from the success of its drink-drive reforms (Issue, 1,378), Scotland is now planning on targeting speeders and young drivers to improve road safety.

The introduction of a graduated driving licence would save 22 lives and £80million a year in Scotland, according to MSP David Stewart, who proposed the plan after meeting with the RAC Foundation.

Stewart wants Scotland to take the lead on setting up a three-part pilot scheme. The first change would be for drivers aged 17 and 18 to display the 'P' plate for 12 months after passing their test.

They'd also be forbidden from carrying passengers under 25, unless accompanied by a qualified driver of 25 years and older. Additionally, new drivers would be met with a near-zero-tolerance drink-drive limit. Stewart said: "Graduated licence schemes

have been introduced in many countries across the world and they are proven and evidenced to reduce fatalities amongst young and novice drivers."

Scotland is also expected to bring in a pilot Formal Adult Warnings scheme in September that allows police to hand out warnings and roadside education rather than prosecute speeders going a few miles per hour over the limit.

Unlike in England and Wales, Scotland has no speed awareness course option as an alternative to points and a fine.

Chief superintendent Iain Murray, Scotland's head of roads policing, said: "We are talking about people who might abide by the law in every other aspect yet fail to realise the risk they pose by driving on autopilot or failing to pay enough attention to what's going on around them."

**SAFETY**  
Scheme for youngsters and novice drivers hopes to save 22 lives and £80million per year







Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4(7.9) – 52.3(5.4), Combined 35.3(8.0) – 134.5(2.1).





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# Budget ringfences VED for

■ Major shake-up to roads funding ■ 'Fairer' tax system for motorists



**Joe Finnerty**  
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**AE** "EVERY single penny" raised by Vehicle Excise Duty (VED) will go into a new road fund to pay exclusively for highway maintenance by the end of the decade.

The creation of the fund was announced by Chancellor George Osborne in the Budget, and is one of the biggest reforms to motoring in years. It's the first time VED will be 'ringfenced' since 1936, and will mean motorists' cash is being used only for the roads they drive on. However, VED is just a small contribution drivers make, raising £6.1 billion in 2013/14 compared to £26.9 billion collected via fuel duty – which will still go into the Treasury's general fund.

Osborne said: "We'll create a new roads fund from the end of this decade, and every single penny raised in Vehicle Excise Duty will go into that fund to pay for roads. The tax paid on people's cars will be used on the roads they drive on. It's a fairer tax system for motorists."

VED – first introduced in 1889 – will also be overhauled from 2017, with first-year rates being reshaped. Figures show that, under the current scheme, three-quarters of all new cars would be exempt. The 2017 system will charge cars based on updated emissions ratings that take into account new tech such as plug-in hybrids. The first-

**"Creation of the new roads fund is one of the biggest reforms to motoring in years"**

year exemption will be scrapped, too, for all cars except zero-emissions ones, with a £140 a year flat rate in following years. Osborne said currently it's not right that those who can afford new cars pay no tax while used buyers have to shell out for tax.

Steve Gooding, director of the RAC Foundation, backed the move. He said: "The Chancellor has seen the writing on the wall. His VED income is set to fall sharply as cars get greener, and he's acted to avoid that. Costs for many drivers will rise, but two things help offset the financial pain."

"One is that new car prices have dropped in real terms over many years, and the other is that money raised from VED will be ringfenced for road investment – which hasn't been seen since the thirties."

Motorists were also pleased that fuel duty will continue to be frozen for the rest of the year, as promised before the Election. Meanwhile, Osborne announced a consultation on increasing the time before an MoT is needed on a new car from three to four years, saving owners "billions".

However, motorists could be hit in the pocket by the Insurance Premium Tax rise, which will go up from six to 9.5 per cent. Steve White, CEO of the British Insurance Brokers' Association, said: "We're very disappointed, as insurance will become more expensive."

"The Government's been working with the industry to reduce the cost of insurance for consumers. So it seems counter intuitive to be taking measures which will add to the cost. We hope the Government will review this rise and correct it in further Budgets."

Osborne's latest Budget brings mixed news for motorists



**YOUR VIEW**

## Next-generation Prius shows its face

IMAGES of Toyota's third-generation Prius have been leaked online. The pictures – reportedly showing both the standard Hybrid (right) and super-frugal Plug-In (left) – preview a revised styling direction and new face for future Toyota models.

The leaked images confirm recent spy shots, which preview a heavily disguised version of the hybrid hatchback undergoing testing ahead of launch.

The car is due to be revealed at September's Frankfurt Motor Show, and these images show a cleaner, more aerodynamic front, with Mirai FCV-inspired headlights and bumpers. At the back, the sloping roof meets a high-lipped spoiler, with a Honda Civic-style split screen.

This Prius is set to be more slippery than at present, and one of the most efficient cars on sale. Last month, Toyota product

[www.automet.com.tw](http://www.automet.com.tw)



Sketches show next-generation Prius Plug-in and Hybrid, backing up our spy shot (below)

manager Richard Lacey told us it'll be "better than the current Yaris Hybrid", indicating sub-75g/km CO<sub>2</sub> emissions.

These images also hint that the Prius will be offered in a variety of trim styles for the first time – with the Plug-In adopting a darker front bumper and sharper lines for

the LED running lights. Different alloy designs will further set them apart.

The next Prius is the first in a line of Toyota and Lexus products to use the global TNGA platform, underpinning everything from the new Yaris to future SUVs.





# r roads investment

## THE KEY BUDGET POINTS

What George Osborne's announcements mean for Britain's motorists

### New road fund

A NEW road fund will be set up by the end of the decade to be used on building and maintaining new roads. All Vehicle Excise Duty collected will be ringfenced in this fund – for the first time since 1936.

### VED changes

A FULL overhaul of VED bands will come into force from April 2017. First-year rates will be emissions-based, with a £140 flat rate after that, although zero-emissions cars will still be exempt. Cars with a list price over £40,000 will carry a £310 supplement for the first five years. All existing cars will stay on the same VED scale.

### Fuel duty

GEORGE Osborne stood by his promise made before the General Election to freeze fuel duty again.

### MoT rules

A CONSULTATION will be launched to consider extending the date when the first MoT of a new car is required. It currently stands at three years, but that could be increased to four.

### Insurance tax

INSURANCE premiums have fallen recently, but the latest Budget could put an end to that. It was announced that Insurance Premium Tax will go up from six per cent to 9.5 per cent, putting extra pressure on insurers.



"There's no need for such a complicated VED system. Raise fuel duty and abolish this joke of a system." **Bobby Velo**

"It was inevitable that rates would have to change, as more new cars paid zero or the lowest rates." **Iw**

"So if VED is the same for all cars, then there'll be no more unnecessary depreciation on larger cars." **tigger**

"Bad. This means an ultra-clean car will be charged the same as a gas-guzzling 4x4." **Tancred**

"Will this ringfenced money go into new roads only? What about resurfacing existing ones?" **Alexis**



## OPINION

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## More questions than answers...

ON the face of it, the ringfencing of VED for a fund to be exclusively used to pay for the upkeep of roads is a good thing. But there are cynics among us – and yes, I'm one of them – who wonder if all is as it seems.

Does this create an opportunity to spend even less in real terms on roads than is being spent now? Will the new fund prevent money that is contributed elsewhere by drivers from being used to improve the roads? It's a genuine concern.

Additionally, I'm not surprised the tax band revisions have upset the Society of Motor Manufacturers and Traders. As chief exec Mike Hawes said, a surcharge on premium cars will "impact demand". There are, of course, many UK-built cars which will be affected. Shouldn't Osborne be helping British industry out?

## news in brief



## Tiguan gets in shape to take on Qashqai

VOLKSWAGEN's next-generation Tiguan SUV has been spotted out in the open ahead of its reveal later this year (above). It'll sit on the company's familiar MQB platform, and go head-to-head with the Nissan Qashqai when it launches in 2016.

Expect a longer wheelbase for more space, as well as a redesigned exterior to mirror that of VW's upmarket new Passat and Mk7 Golf. It's likely to use existing TSI petrol and TDI diesels, with both front and four-wheel drive.

## Fiesta still on top as sales soar again

THE UK car industry continues to boom, with June marking the 40th consecutive month of growth. In the first six months of the year, a total of 1,376,889 models were registered, making it the highest half-year figure since records began. What's more, registrations were 12.9 per cent up on May's, too.

Ford's Fiesta was Britain's best-selling car, with the Vauxhall Corsa and Ford Focus second and third respectively.

## Mountune power for BAC Mono P1-beater

THE bonkers BAC Mono (below) has been given an update for 2016 – in the form of a new, uprated Mountune engine.

The 2.5-litre unit replaces the outgoing 2.3 and pushes power from 280bhp to 305bhp. Tipping the scales at only 580kg, the stripped-out single-seater develops 526bhp per tonne, with a better power-to-weight ratio than a McLaren P1. No performance figures have been announced, but the current car can reach 0-62mph in 2.8 seconds. The new one could knock two-tenths off that.



# UK-built Type R set for Japan

HONDA has announced that its new Civic Type R hot hatch will be exported to Japan – a U-turn from its initial strategy, with sales in the company's home market beginning as early as the autumn.

This is another significant boost for Honda's plant in Swindon, Wilts, which is already set to get £200million in investment, as it becomes the global production hub for the next-generation Civic five-door.

The news of plans to export the Type R to Japan came from the top, with Honda's new CEO Takahiro Hachigo including it in his inaugural speech. The 167mph hot hatch is the flagship Civic, and the Swindon facility is the world's only manufacturing base for it. Series production started last week.

Philip Ross, senior vice president for Honda Motor Europe, said: "We're delighted that the European Civic Type R will be sold



**CIVIC SUCCESS**  
Type R will only be made in Swindon

**"It's another boost for UK plant, which has already got £200million in investment"**

in Japan. Customers are really excited about this car and we're developing a significant order bank in Europe. Exporting it to Japan will only increase demand further, which is great news."



# Mercedes' GLC Coupé all

■ **Concept revealed in Shanghai**  
■ **Full AMG version looks likely**



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**AE** MERCEDES has given its BMW X4-rivalling GLC Coupé the green light, and these are the spy shots that prove it. The coupé version of the new C-Class-based GLC SUV was revealed at the Shanghai Motor Show in April as a concept car, but these snaps of a barely camouflaged production version show development is well underway. And it looks like it hasn't lost any of the concept car's drama.

The GLC Coupé concept's beefed-up bodywork and arching roofline are present on this prototype, giving it a more rounded look compared to the X4's chiselled design. From the front, the Coupé version is broadly the same as the GLC – it's only to the side where the sloping roofline and squat rear end hint at the Coupé's sporty positioning.

The show car's massive 21-inch alloys have made way for smaller wheels, and the intricate door mirrors have been replaced by more conventional ones from the GLC. The vertically stacked four exhaust pipes have also been lost, with the car pictured sporting just two horizontal pipes.

Inside, the Coupé should get the GLC's interior with Mercedes' tablet-style screen, bullseye air vents and high-quality fixtures and fittings. The Coupé's sloping roofline will mean there is less headroom than in the standard GLC, but with the concept having a 20mm longer wheelbase compared to the X4, it should be more roomy than the BMW. The Shanghai concept used a 362bhp V6 petrol engine with 520Nm of torque. It's the same engine as in the new Mercedes

**SPIED**



C 450 AMG Sport, and hints that a hot GLC 450 AMG Sport will make production.

The Coupé will likely also poach the GLC's plug-in hybrid technology, which combines a 208bhp petrol engine with a 115bhp electric motor. And the Coupé will also get the full Mercedes-AMG makeover. Uli Zillmann,

project leader for the development of GLC, has previously told Auto Express a "full AMG V8 version" would be a "better fit" for the Coupé rather than the GLC. It'll more than likely use the new twin-turbo V8 from the Mercedes-AMG C 63 and get GLC 63 badging.

**PAGE 42: Mercedes GLC driven**

**"The GLC Coupé Concept's beefed-up bodywork and arching roofline are present on this prototype"**

## S-Class drop-top is primed for action, too

THE GLC Coupé isn't the only new model Mercedes is currently working on. We've known of the German brand's plans to introduce a convertible version of the S-Class Coupé for a while – we spied it testing in the snow back in March (Issue 1,362) – but now, the best shots yet show the newcomer relatively undisguised and hitting the road at the Nürburgring.

The S-Class Cabriolet shares its Coupé sibling's long, swooping design and features a traditional fabric roof to save weight and space. The latest images show that the rest of the bodywork will remain largely unchanged, with a set of larger alloy wheels hinting that this may be one of the sporty, AMG-tuned models.

The drop-top will inherit the Coupé's mechanical running gear and engine range, kicking off with the 449bhp 4.7-litre V8

S 500 and continuing with the 576bhp 5.5-litre bi-turbo V8 S 63 AMG. At the top of the range, we can expect an S 65 AMG powered by a 630bhp 6.0-litre bi-turbo V12.

Despite this development work being carried out at the Nürburgring, the S-Class Cabriolet will be very much a comfort-based cruiser rather than an out-and-out sports car, with the focus firmly on technology and long-distance comfort. Innovations from the Coupé will include crystal-infused LED headlamps and the Magic Body Control system that leans the car into bends to aid high-speed cornering.

The Cabriolet is expected to command around a £15,000 premium over the Coupé, with prices set to start from upwards of £110,000. A debut at September's Frankfurt Motor Show has been rumoured prior to sales beginning at the back end of the year.

**SPIED**



**Cabriolet's design and bodywork are near-identical to the Coupé's; fabric roof sets it apart**





# set for production



## SHOW STAR

Prototype hasn't lost the drama of Shanghai show concept (right), with sloping roofline and squat rear end adding to the sporty feel



GLC's four exhaust pipes have been downgraded to two

## ON TRACK

GT gets new front splitter, bonnet scoops and carbon-fibre louvres. Handling and power will also be improved



Automedica

## Track-focused GT to take on 911 GT3

ALONGSIDE the drop-top S-Class, our photographers have caught an upcoming track-focused Mercedes-AMG GT testing.

Expected to debut in late 2016, the GT3-style car will get more power and sharper handling to take on its Porsche 911 rival and newly renamed Aston Martin Vantage GT12. Our shot shows racier

styling additions including a front splitter, large intakes and new scoops in the bonnet. Carbon-fibre louvres have been added to channel air over the sculpted body.

Plus, we expect a production version to get bigger wheels and uprated brakes, along with stiffer springs and revised steering. A weight-saving carbon-fibre roof

should drop weight by up to 100kg, too. In terms of power, we expect the 4.0-litre twin-turbo V8 to be boosted past 550bhp.

Torque should also rise, and the seven-speed dual-clutch transmission will be tweaked in order to improve the standard GT's 0-62mph time of 3.7 seconds. Prices are estimated to rise to around £135,000.



**Mat Watson**

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@mat\_watson

## Video watch

AT [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos) this week, we look at one of the world's most practical cars... and one of the least practical.

## Has Skoda built world's best estate?



EVEN bigger and even better. That's what Skoda claims about its new Superb Estate – so we got behind the wheel to see how it shapes up.

Built on the VW Group's versatile MQB platform, the car is a huge family wagon that promises to combine practicality with quality and driveability in an affordable package. Has Skoda produced the best estate car in the world? We give our verdict.

## New Boxster Spyder shows us its class



TAKE a Porsche Boxster, fit brakes and 3.8-litre engine from a 911, strip out a bit of weight and make the fabric roof a lot more fiddly to use... and then charge more than £60,000.

And there you go: the new Spyder. But even with the inflated price, this could be the performance car bargain of the decade – as we found out.

You can watch any of our videos on your phone. Simply scan this QR code.







Alex Coltart is upset  
at how unreliable her  
A3 Sportback has been



# Reader shocked by £2k bill for replacement Audi

**CASE STUDY** Alex Coltart left disappointed by Audi's offer after A3 Sportback needs host of repairs

**AE** Martin Saarinen

MANY car buyers decide to spend that little bit extra for a premium brand when splashing out on a new car in the hope it'll guarantee them hassle-free motoring. It's not always the case and when they do go wrong, it can often mean hefty bills.

Alex Coltart, from Maybole, Ayrshire, contacted us after her Audi A3 Sportback spent a third of its time with her in the garage. Alex bought the car in March, to use on her daily commute, but since then it has been back and forth for repairs. The A3 had all four fuel injectors replaced and a new steering rack and fuel pump installed.

Alex was unhappy at the amount of repairs needed. She said: "I have lost all faith in the vehicle, and because my job involves a significant amount of travelling, I'm finding not knowing what will go wrong next extremely stressful."

Having lost faith in the vehicle, Alex contacted Audi UK and sought to reject the vehicle. She said: "The car has not been of satisfactory quality, or even fit for use much of the time that I have been paying for it."

Audi was quick to respond and offered a replacement vehicle, but insisted Alex pay an extra of £2,700 for the new replacement – a figure calculated by Audi to reflect the depreciation and mileage covered during

**A3 WOE**  
Alex believes  
she should be  
entitled to a  
replacement  
car free of  
charge after  
string of faults



**"Alex bought her car in May, but since then it has spent a third of its time in garage for repairs"**

her ownership of the A3. Alex felt this was unjustified, adding: "This seems very unfair because all I wanted was to buy a shiny new car and enjoy driving it. Now it seems I have to pay an added premium to expect that."

While it's common for manufacturers to require payment to cover these costs,

we felt it was excessively high and contacted Audi to press Alex's case.

An Audi spokesman agreed with us and said: "To minimise this financial impact, Ms Coltart has received financial support of £250 from Audi Customer Services by way of an apology for the inconvenience caused, and a further goodwill payment of £500 to contribute to the cost of the replacement."

Alex wasn't totally satisfied, although the replacement cost is now less than £2,000. She told us: "I can see that it's an improvement, but I feel I've been given a faulty vehicle and therefore it should be replaced free of charge."



Joe  
Finnerty

**Buyers and makers need to do more to ensure they understand finance deals**

**AE** PCP, PCH, VAT, APR and GMFV. Don't worry, there's not a problem at the Auto Express printer. Rather, this is a list of just some of the baffling acronyms facing UK car buyers.

More motorists than ever are taking out finance, enticed in by the low monthly repayments and interest-free deals. But do they know what they're signing up to and are they getting what's best for them?

According to a survey by BMW Finance, the answer is no. Almost a third can't explain any motor finance jargon, while a staggering 88 per cent of men and 75 per cent of women don't know what a PCP – or Personal Contract Purchase – is.

For the record, PCP is a loan calculated on how a car will depreciate with a fixed monthly payment based on miles per year and term length. There will be a settlement figure at the end to either buy the car outright or hand it back.

The question is: Whose fault is it that these terms are left unexplained? Sure, there's expectation on potential buyers to do their research before getting finance. But for some, even once you've done that, getting your head around the jargon can be tough.

The car industry needs to react to ensure people don't get into finance contracts they don't fully understand.

We've previously called for better transparency on insurance policies and clearer terms and conditions from warranty providers. Now, it's time for manufacturers and associated finance companies to do the same.

Let's strip back the unnecessary acronyms and percentages and give buyers a clear idea of what they'll pay and what they're liable for.

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**"It's time to strip back unnecessary acronyms and give buyers a clear idea of what they'll pay"**





**WINNER**  
Judge found in favour of Motorpoint when driver who had sold car with fake mileage was taken to court

# First-ever UK motorist found guilty of clocking

■ Landmark UK case finds in favour of used car supermarket

**Joe Finnerty**  
A MOTORIST has been found guilty of clocking a car and ordered to pay up in a landmark UK case. A District Judge at Peterborough County Court ruled Gregory Clancy must pay £2,462.90 to Motorpoint after clocking his Land Rover before trading it in.

The court heard Clancy, of Bedford, signed documentation that his Land Rover Defender had a genuine 87,134 miles on the clock before receiving £8,200 towards a Vauxhall Corsa from the dealer.

Motorpoint then sold the Land Rover on at auction to a trader before another driver purchased the 4x4. A few months later, the new Defender owner went back to the dealer after an MoT and service flagged up a mileage discrepancy. The mileage had been recorded at 162,555 two years before Clancy had traded it in, the court was told.

This meant the car was actually worth £3,600 less, leaving Motorpoint down by almost £2,000 once the claim with the new owner had been settled.

Defending, Clancy told the court he'd sold the car on behalf of his brother and had no knowledge of the mileage because he'd never driven it.

Clancy added the false mileage reading was Motorpoint's fault as it hadn't checked it thoroughly enough. However, the District Judge found in Motorpoint's favour.



**LEGAL EXPERT**  
**Joanne Lezemore**  
Solicitor  
www.consumer-genie.co.uk

■ **WITH the summer holidays almost upon us, many will want the freedom to explore abroad and hire a car. But how should you avoid being ripped off? Here are our top tips for getting the best deal.**

**Read the small print. You may think the deal looks good, but are you paying for everything in advance or are there extras to pay later? Many companies charge more for child car seat hire, sat-nav, additional mileage and there may be an excess to pay in the event of a claim.**

**Understand who you are hiring with, too, as many hire companies in the UK are agents only, so your contract is with the hire company when you arrive. This means if things go wrong, it can be very hard and frustrating to sort things out.**

**When you collect the car, inspect it thoroughly, inside and out, and note all damage. Take pictures – or video – and it's a must to do the same when you drop off the car, even if the hire company seems uninterested in doing it with you.**

**Pay at least the deposit by credit card as if there's a dispute, you may be able to claim against the card under Section 75 of the Consumer Credit Act 1974. Lastly, shop around and, if you are offered a great deal on the phone, get the company to put it in writing before you agree to it.**



**Inbox** What do you think?

Contact **Martin Saarinen**  
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**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC Alfa Romeo Giulia

**FROM: HTG** I WAS really looking forward to this car's launch – the promise of rear-wheel drive and Ferrari involvement in drivetrains is too good to be true. Sadly, the styling just doesn't do it for me. When I first saw the 159, my legs went all wobbly. Maybe the Giulia will grow on me.

**FROM: marco fava** ALFA Romeo definitely isn't hiding from the 3 Series with this car. Despite the polarising looks, the Giulia looks like no other. Ferrari performance and technological prowess should boot Alfa right to BMW's doorstep. Now I'm waiting for the price.



**WORTH THE WAIT?**  
Readers have had their say on Alfa Romeo's much anticipated 3 Series rival

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ “The car looks stunning. I've never owned an Alfa Romeo before, but maybe now it's time to take the plunge.” **Def90cars**

■ “I can't wait for this car to hit the market. I've been waiting a long time for Alfa Romeo to deliver an M3 fighter.” **Drughi**

■ “Not a fan of the styling. It looks too much like the typical German offerings, and lacks the Italian flair I'd expect.” **Clive159**

## LPG savings could be even more significant

**FROM: Ben Copp** AS an LPG owner, I was encouraged to hear you were featuring a review of the technology (Issue 1,373). I, however, found my personal savings to be greater than those quoted, recouping the £1,500 conversion cost in less than 15 months.

## Driving standards have to be improved

**FROM: Douglas Schwab** YOUR editorial (Issue 1,373) rightly suggests that the rules of the road must catch up with hi-tech cars. But what about road standards? Woeful road standards are responsible for rising accident rates, and a similar emphasis to update them is needed.

## Lack of spare wheel is a deal breaker

**FROM: Ian Scott** I'M frustrated by the lack of information on whether a car has a spare wheel or not, and whether it comes with a space saver or a repair set. And this is becoming a deal breaker for me when buying a vehicle. I had to fit a spare wheel on my last car, as it came without one.

## 7 Series is very clever, but looks really dull

**FROM: P Bainbridge** THE cover of Issue 1,375 stated: “One day every BMW will be this clever”. Let's hope that they won't look as unimaginative as the 7 Series featured. It's hard to believe this is the same company that designed the evocative i8. Mercedes has nothing to worry about if this is BMW's best.

**Useful Contacts**

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510  
**Problems with makers**  
Motor Codes: 0800 692 0825

**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
Vehicle and Operator Services Agency (VOSA): 0117 954 3300





# New Hyundai i30

It stopped you in a magazine,  
imagine what it will do in the street.

Go beyond the stunning good looks of the New i30 and you'll quickly discover so much more. Spacious, efficient and full of all the latest technology, it's a car designed to be as enjoyable to drive as it is to look at. We make it possible from £12,995\* including £2,200 customer saving. Find out more at [hyundai.co.uk](http://hyundai.co.uk)



Fuel Consumption in MPG (l/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – 83.0 comparative purposes and may not reflect all driving results. Model shown: New i30 Premium 1.6 120PS manual 5 door hatchback at including £2,200 customer saving. Offers available between 1st July and 30th September 2015 inclusive. 5 Year Unlimited Mileage Warranty terms and





(3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO<sub>2</sub> Emissions 169 – 94g/km. These official EU test figures are to be used as a guide for £19,325 OTR including Sleek Silver metallic paint at £530 and £1,500 customer saving. \*On the road price of £12,995 applies to New i30 S 1.4 100PS Blue Drive manual 5 door hatchback exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.





## INVASION

Tesla owners from all across Europe descended on Amsterdam to mark the brand's cars saving half-a-million tonnes' worth of CO<sub>2</sub> emissions

**Richard Ingram**  
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**AE** US-based Tesla Motors first appeared in 2008 with an all-electric sports car based on the Lotus Elise, the Tesla Roadster. The brand sold more than 2,250 in 31 countries before taking it off sale in 2011, and while only a few made it to the UK, it was among the first electric cars to offer a usable range of up to 200 miles.

Today, however, the company is barely recognisable. It now employs more than 6,000 people worldwide and has delivered almost 75,000 all-electric cars since the introduction of its market-storming Model S in 2012.

It's with those near-75,000 cars that Tesla owners have just clocked up over one billion full-electric miles – that's the equivalent of 4,000 trips to the moon, or 40,000 orbits of the Earth. And Tesla claims its cars have saved half-a-million tonnes' worth of CO<sub>2</sub> emissions in the process.

To celebrate, we joined 15 British Model S owners and their families on Tesla's annual Supercharger rally – driving from London to Amsterdam on nothing but electricity.

Somehow, I managed to convince my girlfriend Anna to join me for the 700-mile round trip, and our first rendezvous point was Tesla's most south-easterly UK Supercharger at the Hilton Hotel in Maidstone, Kent.

The Supercharger network is a rapidly expanding set-up of fast chargers that allows Tesla owners to top up from empty to 50 per cent in just 20 minutes. There are currently 22 stations and 68 plugs across Britain, with more planned to be installed in the not-too-distant future.

Filling up before we crossed the English Channel allowed us all to start with a full charge – and the range read-out on our four-wheel-drive Model S P85D showed nearly 250 miles thanks to its powerful 85kWh battery.

From the hotel, we headed south to the port of Folkestone in Kent, before jumping on the tunnel to France. Our journey was, of course, dictated by available charge locations, but Tesla has cleverly positioned these along popular routes and at convenient rest areas just metres from main motorways and trunk roads.

Despite the fact we'd programmed Tesla's Amsterdam HQ into the 17-inch touchscreen, the system always directs you to necessary Superchargers to ensure you have enough



**"I went to the Paris Motor Show last year to look at the Ford Mustang, but fell in love with the Tesla"**

**RICHARD RAFAEL-DUBOS** CEO, DrivElectric

juice to reach your destination. As a result, we were advised to stop in Ghent, Belgium, for 30 minutes in order to reach Holland without any range anxiety.

Yet charging is so easy and convenient that range anxiety wasn't an issue. When you arrive, you park the car, push a button on the dash and plug it in. An app on your phone tells you how much power is being transferred, and you can even set the air-con to any temperature for ➔



Our man Ingram and girlfriend, Anna, soak up the celebrations at Tesla's Amsterdam HQ



# ONE BILLION MILES ON ELECTRIC POWER

As Tesla reached a CO<sub>2</sub> emission-saving milestone, we drove a Model S to Amsterdam to mark the occasion





when you get back in. After grabbing a coffee and a comfort break, you've used up nearly 20 minutes without even thinking about it, and not spent a penny on fuel – Tesla top-ups at Supercharger stations are free.

Granted, it isn't as quick as topping up with petrol or diesel, but you soon get used to it – and with very little preparation or planning, it quickly slots into your routine.

While sitting at the Supercharger stop, you can watch owners come and go – some staying for no more than 10 minutes. Even a quick burst of charge can dispense just enough power to see you through the day, or at least, to your next charge point, whether at home or in the office.

At one stop, we were confronted by an enthusiastic Dane who wanted to take a look at our car – it was the first right-hand-drive Model S he'd ever seen.

But it's the wide variety of owners that makes Tesla so unique. Chatting to the men and women who have made the leap in recent months was fascinating. When we finally reached Amsterdam, there was a huge party at Tesla HQ, with people coming from all four corners of Europe – from the UK to France, Norway and Italy.

One man, the CEO of DrivElectric, Richard Raphael-Dubos, is making a business out of driving his Tesla. He told us: "I went to the Paris Motor Show last year to look at the new Ford Mustang, but fell in love with the Tesla."

His company now uses the electric saloon to chauffeur wealthy individuals across the French capital, while also offering short and long-term loans – allowing people to sample electric life without any enduring commitment.

"I have four Tesla Model S cars at the moment, but I want to buy between 30 and 100 of them in the next three years and expand the business across France."

Others, meanwhile, have traded in gas-guzzling executive cars to live with a Tesla every day. Perry Lloyd, chief executive of a community development business in London, ditched his BMW 640d Gran Coupé just last month after living with his Model S for around a year.

"I'd done only a few hundred miles in the BMW in 12 months. I kept hold of it just in case, but quickly realised that I didn't need it at all," he said. "I've done 26,000 miles in my Tesla in a year; it really is a great car."

It was interesting to learn how few owners actually bought their car for its environmental benefits. Most are

### AMSTERDAM-BOUND

Impressive all-electric mileage on the Tesla Model S meant that our man didn't suffer from range anxiety on his way to the Dutch capital, and was able to enjoy the sights



**"For me, it was the environmental side of things. I think it's important to have a car that doesn't pollute the environment"** **BIRGER KOLLSTRAND**

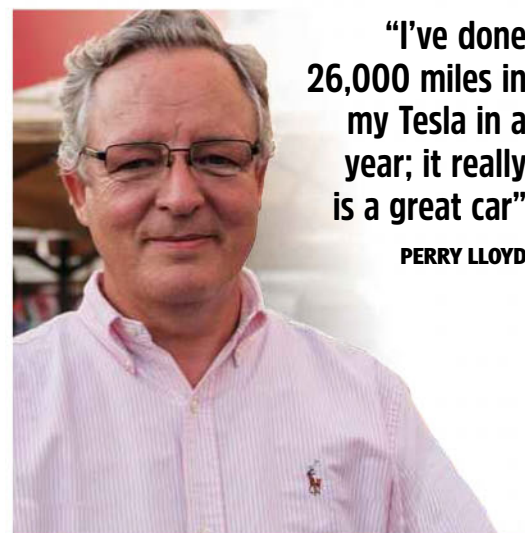
**Birger Kollstrand (far left) drives a Tesla in Norway, where it's exempt from VAT, tax, plus parking and toll road charges**



enthralled by the technology or the entrepreneurial spirit of owner, Elon Musk, rather than the fact that they're contributing to a sizeable drop in carbon dioxide emissions.

Still, we did chat to one gentleman from Norway who loved the fact his car was so clean. Birger Kollstrand, a businessman living in Arendal, told us: "For me, it was the environmental side of things. I think it's important to have a car that doesn't pollute the environment."

"I used to drive a Ford Mondeo, but the Tesla offers so many environmental and tax benefits. Back home in



**"I've done 26,000 miles in my Tesla in a year; it really is a great car"**

**PERRY LLOYD**

Norway, driving an electric car means that you don't pay any VAT, parking is free wherever you go, you can use bus lanes and you're exempt from all toll road charges. I'll never buy a petrol or diesel car ever again – it just wouldn't make sense to do so," he added.

Whether or not a Tesla – or any all-electric car for that matter – fits your lifestyle will depend on a variety of factors. But there's no denying that the Supercharger network is revolutionary and genuinely changing people's perceptions of what a modern car can offer.





FINANCE THAT'S ALMOST AS  
EXCITING AS THE DRIVE. ALMOST.

1.9% APR  
REPRESENTATIVE\*



PEUGEOT RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 308 Range are: Urban 38.2 – 80.7 (7.4 – 3.5), Extra Urban 61.4 – 97.4 (4.6 – 2.9), Combined 50.4 – 91.1 (5.6 – 3.1) and CO<sub>2</sub> 130 – 82 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. \*1.9% APR Representative up to 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01.07.15 and 30.09.15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. Model shown is a 308 Hatchback GT Line with metallic paint at £21,970. Information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.

PEUGEOT 308

MOTION & EMOTION



PEUGEOT



# CLOUD AND PROUD



**Sam Naylor**  
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**AE** SEAT has generally shied away from its past, especially since being taken over by the VW Group in 1990, and that's understandable given that the brand simply produced rebranded Fiats for the Spanish market in its early days. That's all about to change, though, as SEAT is ready to open its history books and let customers see its heritage.

Locked away in a warehouse in Barcelona are 263 perfectly preserved SEATs from down the years. These cars have been looked after using completely original parts, but they're not open for public viewing. However, that's something SEAT is about to put right with a new museum.

Don't pack your bags for Spain just yet, though, as the museum isn't going to be built from bricks and mortar. In fact, it's a totally digital establishment that will be available to anyone, anywhere in the world – as long as they have the Internet. Even the design process wasn't done normally, but rather at a 48-hour Archithon – a mix of architecture and marathon – in Barcelona, and we were invited along to help.

In total, 40 architecture students from Spain and Germany – representing the clash of Spanish design and German engineering seen in SEAT's cars – were selected for the event, and worked together in small groups to come up with an innovative and attractive new digital building.

SEAT says this is the first event of its type in Europe, and it's based on the popular 'hackathon' events that American tech companies organise to get their staff brainstorming.

Hackathons have scores of dedicated programmers working through the night to get their projects up and running, and this Archithon was no different, with many students staying at the venue for the full 48-hour period.

The brief for the students was open: simply create a feasible digital museum for SEAT – one that, unlike their usual architecture projects, had no limitations on structural safety, planning permission or building cost.

Luis Martinez, who studies in Barcelona, was excited at the possibilities. He told us: "It's a good opportunity to do something new; even the event has never existed before."

"It's a building that has to exist only in a digital way, so the ideas that we have to come up with can be completely different to our normal constructions. Some

## SEAT is ready to celebrate its past with a futuristic digital museum – and Auto Express helped create it

of us have gone for more traditional designs, but for some, this is a chance to do something really unusual."

It was the team of Anton Sahler, Ksymena Borczynska and Patricia Loges, three architecture students from Germany, which designed the winning virtual museum.

Anton, who studies at Technische Universität Darmstadt, said of his team's innovative design: "The cloud museum is a digital building which is floating through cyberspace from city to city, telling the story of SEAT to everybody."

"The fact of not having any gravity or a fixed place in cyberspace was an important link to our design. We started to create shapes with the character of lightness and speed, which we found by looking at SEAT's newest car models."

The winning design will eventually be available to explore on the SEAT website after more development by the team, but what will it be like inside?

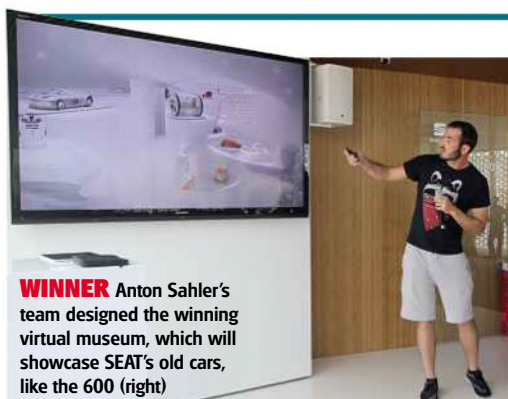
Ksymena explained that you'll be transported into the structure via a lift: "Once the elevator beams you from reality to the digital world, a guided exhibition starts with the interesting history of SEAT and its cars."

"As you arrive in the present, you will be able to select any of the actual SEAT models to customise."

Although we'll have to wait to see the final project and determine how successful it'll be for SEAT, it's clear this Archithon event was useful for the students. Patricia, from Technische Universität Berlin, told us that this sort of event pushes creativity to a whole new level.

She added: "Each architect has their own way of working and their own ideas of what architecture should look like and be. Connecting this knowledge by bringing these creative people together makes ideas grow exponentially."

### "Winning design will be available to explore on the SEAT website after more development by the team"







**MUSEUM** SEAT's cloud, seen here transposed on Shanghai, will virtually beam you up an elevator from wherever you are into the brand's digital world. Students brainstormed museum design ideas in Barcelona (left)



## The SEAT heritage collection

SEAT might not have been shouting about its heritage until now, but it certainly hadn't forgotten about it. The brand has a huge collection of 263 perfectly restored classic cars in a Barcelona hangar. In fact, the dedication to preserving the cars in their original state means when parts can't be found, they are manufactured in house.

The heritage fleet includes all of the most significant passenger cars, plus concept cars and racing cars from SEAT's past, as well as lots of media items and documents.

All this will be included in the museum, but there's no set date on when the public can get a virtual glimpse.





# Audi R8

**FIRST DRIVE** Second generation of supercar brilliantly builds on winning formula of predecessor

## Performance

0-62mph/top speed  
3.2 seconds/205mph



## Running costs

23.0mpg (official)  
£85 fill-up



**Jack Rix**

jack\_rix@dennis.co.uk  
@jack\_rix

**AE** IF you were asked to draw up a list of the most important supercars ever made, what would you pick? The gorgeous Lamborghini Miura – recognised as the first real supercar – has to be in there, as does the McLaren F1, a 242mph bullet and the world's fastest production car for 12 years, until the Bugatti Veyron came along and rewrote the rule-book.

Controversially, perhaps, we'd say the original R8 is just as deserving of a place on that list. Launched in 2007, it didn't have the shock factor of a Lambo, or the top speed of a Bugatti, but it was more approachable and usable than any supercar that had gone before. Quite simply it made amateurs look like driving gods, while still turning heads and making all the right noises.

It's an impossibly tough act to follow, so you can't blame Audi for sticking closely to the first-generation formula. This is an entirely new car from the wheel bolts up, but rather than reinvent the R8 it's added some more power, taken out some weight, fitted a sharp new body and interior, and



**42 MERCEDES GLC**  
C-Class-based SUV arrives to take the fight to BMW X3 and Audi Q5.

**44 SEAT ALHAMBRA**  
Can updated kit list and lower running costs put MPV top of the class?

**45 PEUGEOT 208**  
Supermini is revamped with cleaner diesels and more personalisation.

**46 ELEMENTAL RP1**  
We go for a wild ride in 580kg sports car with 320bhp under the bonnet.



## Essentials

### Audi R8 V10 Plus

|                        |   |
|------------------------|---|
| <b>Price:</b>          | £134,500                                    |
| <b>Engine:</b>         | 5.2-litre V10                               |
| <b>Power/torque:</b>   | 602bhp/560Nm                                |
| <b>Transmission:</b>   | Seven-speed S tronic auto, four-wheel drive |
| <b>0-60mph:</b>        | 3.2 seconds                                 |
| <b>Top speed:</b>      | 205mph                                      |
| <b>Economy:</b>        | 23.0mpg                                     |
| <b>CO<sub>2</sub>:</b> | 287g/km                                     |

**ON SALE Now**



**AERODYNAMICS** Fixed rear wing identifies V10 Plus version; standard V10 model gets a hidden rear spoiler that deploys automatically at high speeds



**ENGINE** 5.2-litre V10 is a development of old engine but with 602bhp now produces 60bhp more than old V10 Plus. Max torque arrives at 6,500rpm, so it loves to be revved



**NEED TO KNOW**  
All-electric R8 e-tron, on sale soon, has 456bhp and 920m of torque and covers 0-62mph in 3.9 seconds. It can travel nearly 300 miles on a single charge, too.



ladled on every last electronic aid at its disposal. Its aim? To make this new R8 faster and more usable than ever before.

As Audi's design department recently proved with the new A4, it's not averse to simply redrawing an old shape with a series of sharper lines, and it's more of the same with the new R8.

The proportions are very similar to its predecessor (in fact it's 11mm wider, 12mm lower and 14mm shorter, but you wouldn't know without using a tape measure) so the bolder front grille, full-LED headlights and claw-like separators in the front intakes are the most notable new

features. The side blade is now split in two by the shoulder line and the rear is a bit wider and flatter than before, with trapezoid-shaped exhausts instead of oval pipes.

But to be fair to Audi, the R8's classic mid-engined, cab-forward stance naturally adds drama to the design. Put it this way, if one burbles past you on the high road, you're going to turn and look.

The interior is another exercise in quality and minimalism from Audi, although there's a feeling that it's been held back somewhat by the brilliance of the TT. The 12.3-inch 'virtual cockpit' behind the steering wheel is just as dazzling, and as

easy to control via the button-heavy wheel or the large rotary dial on the centre console. However, the air-con controls are separate switches, rather than integrated into the vents as on the TT, which doesn't look quite as special.

The seating position, however, is millimetre perfect – you sit low with your feet outstretched and the deep-dish steering wheel pulled up close to your chest. Visibility is much better than the Lamborghini Huracán, which shares much with the R8 – especially out the rear screen.

From launch, Audi is only offering a naturally aspirated V10 engine, although

a V8 version and an all-electric R8 e-tron won't be far behind. The V10 is available with 533bhp in the standard version (identified by a pop-up rear spoiler), or with 602bhp and 560Nm of torque in the range-topping V10 Plus driven here (identified by standard ceramic brakes and a fixed carbon-fibre rear wing, with matching wing mirrors and side blades).

Those are identical outputs to its sister car, the Huracán. In fact it covers 0-62mph in the same 3.2 seconds as the Lambo, 0-124mph in an identical 9.9 seconds and tops out 3mph higher at 205mph. If you're puzzled by why the Huracán costs £45,000





**Styling is very familiar, but bolder grille and full LED headlights move the new R8 on**

more, you're not alone. With its main rivals – the McLaren 650S and Ferrari 488 GTB – now turning to turbo engines, the V10's peaky delivery is becoming increasingly rare, but no less exciting. The way it snaps forward when you extend your right foot is sensational; no lag, no delay, just instant acceleration on tap whenever you need it, and four-wheel drive to ensure zero forward momentum is wasted through wheelspin.

Maximum torque doesn't arrive until 6,500rpm, and the rev limiter cuts in at 8,500rpm, so it's an engine that begs to be revved. When you do, with the sports exhaust engaged, it unleashes a screaming mechanical crescendo that makes every one of your hairs stand on end. Release the throttle and it splutters and pops flamboyantly on the overrun.

Unsurprisingly, the R8's behaviour is more configurable than ever, with all the parameters shifted by various buttons on the wheel right in front of you. Click through the four Drive Select modes – comfort, auto, dynamic and individual – and you can tailor the throttle, steering, four-wheel-drive system, gearbox, dampers and exhaust. Another button engages a new Performance mode, itself with three separate settings – dry, wet and snow – all designed to extract maximum speed in a given set of conditions.

And it's not just electronics that are there to give you a helping hand. Based on the same all-new chassis as the Huracán, albeit with a wheelbase stretched by 30mm, the

R8 combines aluminium sections with a carbon-fibre transmission tunnel, rear bulkhead and B-pillars to be 50kg lighter than its predecessor, but 40 per cent stiffer, too. And when you wind up the pace you can certainly feel the difference.

Four-wheel-drive systems are often seen to dull the driving experience at the expense of all-weather grip, but not on the R8. The updated quattro system can send up to 100 per cent of the torque to either axle, and delivers not only unbreakable grip when you're driving at eight-tenths, but a real dynamism to the car on the limit.

Most of the time it simply tucks into a corner with masses of front-end bite, while mid-corner it feels beautifully balanced, up on its toes and alive underneath you. What's more, if you mash the throttle on the exit it can even be coaxed into a few degrees of oversteer. And the best part is, you don't need to be a racing driver to exploit all of the above.

We had no complaints about the carbon ceramic brakes, either, which deliver face-distorting stopping power and refused to fade, even on track. However, we'd stick with the standard – rather than the variable ratio – steering system fitted to our car. Because it's speed dependent, there's a slight inconsistency with the way it reacts when you're stringing together a few bends,



**"The interior is another exercise in minimalism and quality, but is held back by the brilliance of the TT"**





**STEERING WHEEL**

R8 gets a flat-bottomed wheel like most hot Audis, but it also has Drive Select and bright red engine stop/start button on the wheel

**VENTILATION**

Despite sitting at the top of Audi's range, R8 doesn't get the TT's lovely climate controls in the vents. Set-up still looks good, though

**GEARBOX**

Aircraft-like gearlever is auto only. Old R8 was available as a manual, but new car just uses quick-shifting seven-speed S tronic box

which introduces some guesswork into the equation. The steering is light, and super-quick, but there is also some useful information that filters through the front tyres, too – refreshing for an electro-mechanical system.

One of the stars of the R8 show is the seven-speed S tronic twin-clutch gearbox. Keep it in auto and it's as easy as a TT to drive around town, but it transforms into something that feels race-derived when you're flat out. Audi has even engineered in a little kick in the back on full-bore upshifts in the sportiest settings to make the experience more visceral.

Three-stage adaptive dampers (fitted to our test car) are available as an option, with fixed rate steel springs as standard. And they give the car a fantastic breadth of ability. In comfort mode, with the exhaust set to standard and the gearbox left to its own devices, it flows along effortlessly, always feeling less edgy than the Huracán. Even in their firmer Dynamic

**SEATS**

R8 gets low-mounted sports seats as standard which can be specified with Alcantara or fine Nappa leather – and there's a choice of colour combinations, too. For a racier feel, lightweight bucket seats are optional.



setting, on poor surfaces it doesn't crash and bang over bumps and cracks.

And then there's the price. At £134,500 (£119,500 for the 533bhp version) it's hardly cheap, but in the rarefied world of mid-engined supercars that's good value, considering all the equipment you need

(minus adaptive dampers) is thrown in as standard. You can spend £45,000 more on a Huracán, but you're paying for the badge on the nose.

And where's the shame in owning an Audi? The R8 is every bit as good on the limit and more friendly the rest of the time.

**Verdict**

AUDI didn't want to mess with the R8's formula too much, and why would it? The styling is more dramatic in the metal than in pictures and the old car's ability to thrill on the limit, but be usable everyday, is still there. The V10 – now with added punch – is fast becoming a USP, but adaptive dampers and a smooth twin-clutch box mean it's easily tamed at low speeds. Up the pace and it's a wonderfully balanced and easily exploitable supercar.





## Essentials

### Jaguar XE 2.0D Portfolio

|                        |                                    |
|------------------------|------------------------------------|
| <b>Price:</b>          | £35,425                            |
| <b>Engine:</b>         | 2.0-litre 4cyl turbodiesel         |
| <b>Power:</b>          | 177bhp/430Nm                       |
| <b>Transmission:</b>   | Eight-speed auto, rear-wheel drive |
| <b>0-62mph:</b>        | 7.8 seconds                        |
| <b>Top speed:</b>      | 140mph                             |
| <b>Economy:</b>        | 67.3mpg                            |
| <b>CO<sub>2</sub>:</b> | 109g/km                            |

**ON SALE Now**



**COMFORT** The contoured seats are mounted low, and are electrically adjustable as standard. Entry-level models come with fabric seats rather than the leather of our top-spec Portfolio car, but a hide-trimmed steering wheel is standard across the range



**STYLING** While the XE is not the boldest of designs, its subtly flared hips and wheelarches add extra road presence. Sportier S models get deeper front and rear bumpers, along with larger alloy wheels and red-painted brake calipers



Pete Gibson

Engine is the smoothest four-cylinder diesel on sale, and the XE is incredibly refined on the move and remains unflustered at speed



**Jonathan Burn**  
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**AE** SUCCESS in the car industry largely comes down to experience, and in the compact executive saloon market Jaguar doesn't have the pedigree to match rivals such as BMW, Mercedes and Audi.

The Mondeo-based X-Type was the brand's first attempt, but it wasn't universally popular and is remembered for all the wrong reasons. Fast-forward six years since it was discontinued, and we arrive at the XE – the company's more convincing attempt at dethroning the 3 Series, C-Class and A4.

We've been behind the wheel before, of course. Pre-production models driven in Portugal showed class-leading promise, and the finished article in Spain proved that Jaguar really had come up with an answer to the German elite.

The car impressed to such a level that it took the Best Compact Executive Car crown at the Auto Express Awards earlier this month (Issue 1,377), and the 177bhp 2.0-litre Ingenium diesel – tested here in the

UK for the first time – is the very reason why. Jag's relentless advertising campaigns and lavish PR stunts have made the XE hard to ignore, yet the resources and technology it's poured into its small saloon make the car worthy of your attention on its own.

A new family of Ingenium diesels, new aluminium architecture and state-of-the-art factories are the headlines, but for customers the numbers look just as appealing. Prices starting from £26,990 and CO<sub>2</sub> emissions as low as 99g/km mean cost-conscious company car drivers are catered for. Meanwhile, strong predicted residuals of up to 45 per cent and economy as high as 75mpg could be a deciding factor for private buyers.

Where the XE shines most brightly, though, is from behind the wheel. The first thing you notice is how low you sit, with the 14-way seat adjustment allowing a driver of any size to tailor the driving position to their

exact requirements. Jaguar has played a neat trick in lifting the height of the centre console, exaggerating the low-slung driving position which immediately gives you the sensation that the cabin is wrapping around you. The architecture is beautifully crafted, but Audi's new A4 takes ergonomics, detail and quality to the next level, while Jag's new infotainment system already looks clunky.

A jab at the starter button sees the gear selector elegantly rise from the centre console, and the engine shudder into life. This is the motor that really matters, despite the appeal of the 3.0-litre supercharged V6 from the F-Type. This is the higher powered of Jag's two new Ingenium diesels, producing 177bhp – but at only £500 more than the 161bhp version, you gain a lot for very little. There's no impact on fuel economy, and only performance gains to report; 0-62mph at 7.8 seconds knocks nearly half-a-second

**"The XE shines most brightly from behind the wheel, and the first thing you notice is how low you sit"**

# Jagua

### NEED TO KNOW

Cabin excels with low-slung driving position and 14-way seat, while dashboard architecture is beautifully crafted







# r XE

**FIRST UK DRIVE** Eco 2.0-litre diesel is the key model in range – and it delivers brilliantly

## Performance

0-62mph/top speed  
7.8 seconds/140mph



## Running costs

67.3mpg (official)  
£74 fill-up



**EQUIPMENT** New infotainment system is more intuitive and responsive than before, and also comes with a WiFi hotspot. The Meridian stereo is superb, and a round-view camera monitoring system is optional

off the 161bhp model's time thanks to an additional 50Nm of torque. For rock-bottom running costs you'll need to go for the six-speed manual, but boasting more than 67mpg and emissions of 109g/km, the auto will give the Germans a headache, too.

The eight-speed ZF auto costs £1,750, yet paired with the quiet and refined 2.0-litre diesel it's the perfect partnership. Power is fed to the rear wheels smoothly and predictably, in a way that no current four-cylinder diesel can manage. Such is the sense of calmness that the XE never really transmits a sense of speed – the engine remains muted once warmed up,



## ON THE ROAD

Ride is composed, even in Dynamic mode, while direct steering instils the car with a genuine sense of agility

"If the XE feels this good with a 2.0-litre diesel, we can't wait until the SVO division ups the ante"



## PRACTICALITY

Jaguar has eaten into space in the sloping roofline to maximise cabin capacity. Boot not as large as rivals'



although the fire-up process of the stop-start system gives quite a shiver. Press on and the XE stays unflustered, relying on its broad slug of torque to maintain momentum, pulling an indicated 1,600rpm at 70mph.

The weight-saving measures Jag implemented in the XE allowed engineers to fit the F-Type's more sophisticated double-wishbone front suspension and a clever integral rear link set-up. Combine that with the fact the XE was developed on UK roads, and its fluid and floaty nature comes as no surprise. The larger 19-inch alloys will sniff out deep road imperfections, but on the whole it's beautifully resolved – even when you toggle the adaptive dampers to Dynamic.

That set-up also adds steering weight. The XE is the first Jag to feature an electrically operated rack, but the vagueness and sense

of detachment you feel in the C-Class and, to an extent, the 3 Series aren't apparent. It's incredibly direct and uncoils naturally once you've applied lock, instilling the car with a sense of agility that makes it feel light on its toes. If the XE feels this good with a 2.0-litre diesel up front, we can't wait until the SVO division ups the ante.

Back inside, when you're not unlocking the XE's sporty character you can begin to enjoy the finer details. The seats are highly comfortable – providing sufficient support but enough freedom to move around – while the superb Meridian sound system is an ideal companion for long motorway cruises.

If there's one disappointment, it's in the back. That sloping, coupé-like profile may look great, but it does impact rear space. Any passengers taller than six feet may find themselves short of headroom, which isn't a problem in either the BMW or Mercedes. The Jag can't compete with the Germans on boot space, either – all three offer 480 litres compared to 455. But it's no deal-breaker when you consider the XE excels in virtually every other aspect.

"Boot isn't the biggest, but XE excels in virtually every other aspect"



**EQUIPMENT** Every XE comes kitted out with 17-inch alloy wheels, satellite navigation, DAB radio and an eight-inch touchscreen. Larger 19-inch wheels are optional



## AUTO EXPRESS Verdict

AFTER the unhappy memory of the X-Type, Jaguar is finally a true force to be reckoned with in the compact executive class. This 2.0-litre diesel ticks all the boxes you could want in terms of efficiency, and significantly, it's great to drive, too. The XE hasn't just matched the class leaders, it's surpassed them – and for that reason it's our pick and a worthy award winner.





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Combined: 48.7 (5.8), CO2 Emissions 136 g/km.**

Models shown – NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. For more information on MG3 and MG6 please visit [mg.co.uk](http://mg.co.uk)





**Performance**  
0-62mph/top speed  
7.6 seconds/139mph



**Running costs**  
56.6mpg (official)  
£78 fill-up

# Mercedes GLC

**FIRST DRIVE** UK-bound small SUV is good enough on road and off to worry Audi Q5 and BMW X3

**AE** Jo Oliveira

THIS is the year that Mercedes will leave no stone unturned when it comes to its new range of SUVs. In a bid to regain lost ground to main rivals BMW and Audi in the premium SUV markets, Mercedes is going all guns blazing with a raft of new 4x4s and a new naming structure to make digesting its range a little easier.

We've had the chance to ride in the front seat of pre-production GLCs in the past few weeks, but now we've been behind the wheel of the car that hits showrooms this month.

The GLC is Mercedes' answer to the BMW X3 and Audi Q5, and replaces a car that was never offered here – the GLK. The GLK's boxy body, however, has changed to something far more curvy and aerodynamic.

As is the trend in so many markets these days, the GLC is also larger than the car it supersedes – it's 12mm longer and 4mm wider, but, interestingly, it's shorter, broader and lower than the X3.

Plus, the wheelbase has been stretched by nearly 120mm, which all adds up to a more roomy interior. There's now extra

shoulder room – especially up front – plus 550 litres of boot space with the 40:20:40-split rear bench up, and 1,600 litres with the seats down. That's almost identical to its two nearest rivals' capacities.

Yet despite the increase in dimensions over the GLK, the GLC weighs an average of 80kg less than its predecessor due to more extensive use of ultra-high-strength steels and aluminium in its structure. Along with tweaked engines and a new nine-speed automatic gearbox, there are efficiency improvements of up to 19 per cent, too.

The GLC uses the same platform as the C-Class (hence the 'C' in its name) but in order to make it competent off-road, it has been given short overhangs that allow the approach, departure and ramp angles to be only slightly lower than those of the old GLK.

Adaptive dampers and steel springs come as standard, with Air Body Control air-suspension available as a £1,495 option. Select Sport on the standard Dynamic Select system with this extra fitted, and the GLC drops by 15mm, while the dampers stiffen for more focused driving. And to make it



**Added shoulder room makes it easy to get comfortable up front; dash is top quality**



**NEED TO KNOW**

Material quality is excellent, with man-made leather upholstery adding to classy feel. GLC is sharp on the move and handles well, too



**Off-road pack can turn GLC into mud-plugger, while air-suspension adds refinement**

easier to load items into the boot, the tailgate lip can lower by 40mm, too.

We already know the GLC is a competent off-roader from the passenger seat, but behind the wheel, what's immediately noticeable is how incredibly car-like it is to drive. That's no bad thing being derived from the C-Class family, with limousine-esque comfort, good cabin soundproofing and, thanks to the different driving modes, the ability to rein in excessive body lean.

The engine responds with strong stamina just above 1,500rpm, where all 500Nm of

torque is deployed and the new nine-speed auto makes best use of the performance and economy available from the four-cylinder 201bhp 2.1-litre diesel engine.

It's refined on the move, and Sport mode allows the GLC to take corners with very little body roll. All GLCs have permanent four-wheel drive, but the newcomer gets a more rear-biased set-up over its predecessor, with 67 per cent of torque sent to the back wheels.

The engine range, for the moment, comprises two 2.1-litre diesels: a 220d with 168bhp and 250d with 201bhp; and

from December, a GLC 350e plug-in hybrid model will be available. Our 250d test car offers the best blend of performance and running costs – 0-62mph takes 7.1 seconds, it returns 56.5mpg and CO<sub>2</sub> emissions of 129g/km mean annual road tax is £110.

Our entry-level SE-spec car came with 17-inch alloys, a reversing camera, man-made leather upholstery, electric front seats, an electric rear tailgate and automatic climate control. Naturally, there's a long list of options, which can send the top-spec 250d AMG Line's £40,095 price higher still.

**Essentials****Mercedes GLC 250d SE**

|                        |  |
|------------------------|--|
| <b>Price:</b>          | £36,105                                |
| <b>Engine:</b>         | 2.1-litre 4cyl turbodiesel             |
| <b>Power:</b>          | 201bhp/500Nm                           |
| <b>Transmission:</b>   | Nine-speed automatic, four-wheel drive |
| <b>0-62mph:</b>        | 7.6 seconds                            |
| <b>Top speed:</b>      | 139mph                                 |
| <b>Economy:</b>        | 56.5mpg                                |
| <b>CO<sub>2</sub>:</b> | 129g/km                                |

**ON SALE Now**



**PRACTICALITY** Slightly longer wheelbase and wider body mean the GLC is more practical than its rivals, serving up a 550-litre boot which rises to 1,600 litres with the rear seats folded



**EQUIPMENT** GLC is well equipped, even in entry-level SE guise. Our car came with 17-inch alloys, a reversing camera, electric front seats and tailgate, plus automatic climate control

**Auto Express Verdict**

WITH no premium small SUV in its range, Mercedes has had to watch as rivals BMW and Audi won the hearts of UK buyers with their X3 and Q5 models. Yet, at long last, Mercedes has arrived on the scene with the GLC. Based on the C-Class, the GLC is more car-like to drive than its rivals, very refined with a well made interior and plenty of luggage space. It's looks aren't just for show, either, as the optional off-road package makes the GLC a talented 4x4, too. Watch out, X3 and Q5.







# SEAT Alhambra

## Performance

0-62mph/top speed  
8.9 seconds/133mph



## Running costs

53.3mpg (official)  
£88 fill-up



**FIRST DRIVE** Updated equipment and lower running costs add appeal to revamped MPV



**Jonathan Burn**  
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@Jonathan\_bum

**AE** THE decision to buy an MPV is usually out of necessity, not choice. A growing family means a shift in priorities to fuel efficiency and practicality, and the SEAT Alhambra has always answered customers' needs on both fronts. Now, the second-generation model has been updated – but with a recently facelifted VW Sharan and an all-new Ford Galaxy to compete with, never has it faced such strong opposition.

Fuel consumption has been cut by an average of 12 per cent across the range and more kit has been added. In comparison to a like-for-like Galaxy and Sharan, the SEAT is £660 and £1,745 cheaper respectively, too.

With a set of sharp new head and tail-lamps, a reshaped grille and fresh alloy designs the only visual changes, the Alhambra still lacks the Citroen Grand C4 Picasso's flair inside and out.

There are still seven individual seats, with the third row (easily accessed via a tilting and sliding middle row) spacious enough to accommodate adults. Although the SEAT can't match the Galaxy's fully automatic system, which lowers and raises the rearmost seats, you simply tug a lever in the boot and each one falls flush with the floor.

Accessing all of them is that bit easier in the Alhambra, though, with huge sliding doors on each side. Even with all seven in

place, there's 267 litres of boot space. This rises to 2,297 when you drop the five rear seats. That's a match for the Sharan – the VW and SEAT are mechanically identical – and only 42 litres down on the Galaxy's.

Under the bonnet, there's a new 148bhp 1.4-litre turbo petrol, or two 2.0 TDIs with 148bhp or 182bhp. That's 10bhp more than before for the diesels, but fuel consumption has also improved, with our higher-powered diesel, six-speed manual claiming 53.3mpg economy and 139g/km of CO<sub>2</sub> emissions.

There's no escaping the Alhambra's size on the road, but the cabin is very bright and airy, meaning great all-round visibility. The steering is weighty and direct, while even on the biggest 18-inch wheels it's never troubled by rutted tarmac – it just flows with the road.

The 182bhp 2.0 is £1,425 more than the 148bhp model, but it's worth it for the extra 34bhp and 40Nm of torque. It feels more alert, picking up more quickly lower in the rev range – useful for a seven-seater.

The high centre of gravity means there's noticeable lean in corners, but the body control is surprisingly good. You can even specify adaptive dampers for £935, offering Comfort, Normal and Sport settings. Plus, if you opt for a Style Advance model, such as our test car, the electronically operated doors and boot come as standard. So, too, do a full-length panoramic roof, navigation with a reversing camera and front sport seats trimmed in Alcantara.



**Logically laid-out cabin may lack the neat design flushes of the C4 Grand Picasso, but it's built to last. Access to rear made easy by sliding doors**





## Essentials

### SEAT Alhambra 2.0 TDI Style Advance

|                        |                                     |
|------------------------|-------------------------------------|
| <b>Price:</b>          | £33,185                             |
| <b>Engine:</b>         | 2.0-litre 4cyl TDI                  |
| <b>Power:</b>          | 182bhp                              |
| <b>Transmission:</b>   | Six-speed manual, front-wheel drive |
| <b>0-62mph:</b>        | 8.9 seconds                         |
| <b>Top speed:</b>      | 133mph                              |
| <b>Economy:</b>        | 53.3mpg                             |
| <b>CO<sub>2</sub>:</b> | 139g/km                             |

**ON SALE Now**



**EQUIPMENT** You won't feel short-changed on kit, as every Alhambra now comes with alloy wheels, climate control, a 6.5-inch colour touchscreen and all-round parking sensors



**PRACTICALITY** This is where the Alhambra really shines, with a 267-litre boot capacity with all seven seats in place, rising to a huge 2,297 litres with all the seats folded down



## Auto Express Verdict

WHAT made the pre-facelift Alhambra so successful still rings true now – the huge sliding doors really set it apart from rivals. While there's only so much you can do to a boxy MPV in terms of aesthetics, fitting more equipment, reducing running costs and updating tech will ensure it still has huge appeal for value-focused family buyers.



# Peugeot 208

**FIRST DRIVE** Can mid-life refresh help keep supermini competitive?



Pete Gibson

## Essentials

### Peugeot 208 BlueHDi 100 Allure

|                        |                                      |
|------------------------|--------------------------------------|
| <b>Price:</b>          | £17,045                              |
| <b>Engine:</b>         | 1.6-litre 4cyl                       |
| <b>Power:</b>          | 99bhp                                |
| <b>Transmission:</b>   | Five-speed manual, front-wheel drive |
| <b>0-62mph:</b>        | 10.7 seconds                         |
| <b>Top speed:</b>      | 116mph                               |
| <b>Economy:</b>        | 83.1mpg                              |
| <b>CO<sub>2</sub>:</b> | 87g/km                               |

**ON SALE Now**



**PAINT** Peugeot's wide range of options include textured matt paint in either silver or grey. It's applied at the factory and costs £645 – the same price as pearlescent paint



**OPTIONS** As well as matt paint, colour packs, available in white or lime yellow, are designed to help your 208 to stand out



## Auto Express Verdict

THE 208 needed a bit of a revamp to keep it relevant in the supermini class, and while the personalisation touches do give it a boost, it's merely treading water in what's become a highly competitive sector. The efficiency updates for the BlueHDi diesels are a welcome addition, but overall there are more talented rivals in the marketplace.



## NEED TO KNOW

Subtle changes inside and out include various personalisation options and new nose treatment



**Dean Gibson**  
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@DeanGibson

**AE** WITH a wave of new models being launched in the supermini sector, it's easy to overlook some of the class mainstays. And for that reason, Peugeot has decided to give its 208 a bit of a spruce-up to keep the car competitive.

As you'd expect from a mid-life facelift, the overall dimensions are unchanged, but there's a fresh grille and revised headlights. Peugeot's also added new personalisation options, including the matt-grey paint seen here, plus other upgrades both inside and out. There are more changes under the skin, too, with more efficient diesels, plus a boost in power for the flagship GTi.

The 74bhp BlueHDi diesel delivers the lowest emissions of any non-hybrid on sale, with a CO<sub>2</sub> figure of 79g/km, while the 98bhp BlueHDi driven here emits 87g/km. That means both models are exempt from road tax, and company costs are cheap, too.

On the road, the 1.6-litre diesel sounds a little rough, while the stop/start operation is somewhat erratic, so you'll struggle to match the claimed 83.1mpg. The five-speed gearbox – you only get six ratios with the more powerful 118bhp BlueHDi – suffers from the same vague and notchy shift as

its predecessor. However, there's plenty of torque, so the car feels reasonably responsive and eager to accelerate through the gears.

Through corners, the soft suspension delivers a reasonable amount of body roll, although there's decent grip. Yet the steering isn't very precise, while the stability control cuts in quite aggressively when you reach the grip limit. Thankfully, the soft suspension means the 208 is reasonably comfortable around town and at motorway speeds, and is fairly refined for a supermini.

Unfortunately, the update hasn't addressed the 208's unconventional driving position. You still need to place the small steering wheel virtually in your lap to see the dials properly, which takes some getting used to, while the driver's seat doesn't adjust low enough to offer a natural position. The touchscreen infotainment system is also the same as before, so it's not the most intuitive to use, and build quality still feels a bit tinny when compared to some classier rivals.







Mid-engined Brit is as fast as any Ferrari on the way to 120mph

## Elemental RP1

**FIRST DRIVE** Sports car prototype is a stunning performer



Steve Sutcliffe  
mail@dennis.co.uk

**AE** THE Elemental RP1 is unlike any other road car we have ever driven. It features a driving position exactly like an F1 car (in which you sit with your feet several inches above your backside, arms outstretched), it has a carbon tub with double wishbone suspension at each corner, and it tips the scales at just 580kg. And that's with the heavier of two engine options fitted.

Ford's 1.0-litre EcoBoost engine with 180bhp and 280Nm of torque is available, but we drove the 2.0 EcoBoost version with 320bhp and 450Nm. As you can imagine, open up the accelerator and the world goes into hyperspace. Elemental claims 0-60mph in 3.2 seconds for the 1.0 and 2.8 seconds for the 2.0, with 0-100mph times of 7.8 and 6.4 seconds respectively. Top speeds are 145mph or 165mph, and the car costs the same £75,750 with either engine.

The RP1 produces an almighty flow of acceleration from as low down as 2,000rpm, right up to 6,500rpm and beyond, with almost no lag above 3,000rpm and a loud exhaust bark to go with it. Up to around 120mph, it feels as fast as anything you can buy from Porsche or Ferrari.

It goes around corners rather nicely, too, with none of the snappiness lightweight mid-engined cars tend to suffer from. There's not much roll and the steering response is ultra-fast for a road car, but the RP1 also has a lovely sense of balance about it. So despite the fact that it produces 200kg of downforce at 100mph, it also feels friendly and manageable to drive.



### Elemental RP1

|                        |  |
|------------------------|--|
| <b>Price:</b>          | £75,750  |
| <b>Engine:</b>         | 2.0-litre four cylinder, turbocharged                        |
| <b>Power/torque:</b>   | 320bhp/450Nm   |
| <b>Transmission:</b>   | Six-sp'd sequential with pneumatic paddles, rear-wheel drive |
| <b>0-60mph:</b>        | 2.8 seconds  |
| <b>Top speed:</b>      | 165mph   |
| <b>Economy:</b>        | 40mpg (est)  |
| <b>CO<sub>2</sub>:</b> | N/A  |

**ON SALE Now**

### NEED TO KNOW

The six-speed Hewland sequential box with pneumatic shifters responds instantly to your fingertips, with a nice blip of revs on the way down.



### Verdict

ALTHOUGH the RP1 remains a prototype for the time being, with the first cars not being delivered until early next year, all the initial signs would indicate that it is something very special indeed. Not just because of the raw speed it's capable of delivering, but for the delicacy and balance with which it delivers it. If the production car delivers on the potential of its prototype, the RP1 could be a game-changer in years to come. Genuinely, it's that good.



## Coming soon

Automedica



### AUDI A5 COUPE 2016

Using the same mechanicals as the A4, the next A5 will have a new, sleeker body. A5 Cabriolet will follow later in 2016.

#### SUPERMINIS

|                     |           |
|---------------------|-----------|
| Fiat 500            | 2016      |
| Ford Ka             | late 2015 |
| Ford Fiesta         | 2017      |
| Honda Jazz          | summer    |
| Renault Twingo GT   | late 2015 |
| Renault ZOE update  | late 2015 |
| Renault 5           | late 2015 |
| SEAT Ibiza          | 2016      |
| Smart ForTwo Brabus | mid 2016  |
| Suzuki Swift        | 2017      |

#### FAMILY CARS

|                          |            |
|--------------------------|------------|
| Alfa Romeo Giulia        | late 2015  |
| Alfa Romeo Giulia Estate | late 2015  |
| Audi A3 three-cylinder   | late 2015  |
| Audi A4                  | late 2015  |
| BMW 3 Series Plug-in     | mid 2016   |
| BMW i5                   | 2016       |
| Honda FCEV               | mid 2015   |
| Infiniti Q30             | late 2015  |
| Kia Optima facelift      | late 2015  |
| Jaguar XE Sportbrake     | 2016       |
| MG5                      | 2020       |
| MINI Clubman             | mid 2015   |
| MINI Countryman          | early 2016 |
| Nissan Leaf              | mid 2016   |
| Porsche Panamera         | 2016       |
| Porsche Panamera estate  | 2016       |
| Renault Mégane           | mid 2016   |
| Skoda Superb Estate      | September  |
| Subaru Levorg            | late 2015  |
| Tesla Model III          | 2016       |
| Toyota Prius             | late 2015  |
| Toyota Mirai             | late 2015  |
| Vauxhall Astra           | late 2015  |
| VW Beetle Dune           | late 2015  |
| VW Golf CC               | 2016       |
| VW Passat Alltrack       | summer     |

#### SPOUTS CARS

|                                  |             |
|----------------------------------|-------------|
| Alfa 4C Stradale                 | late 2015   |
| Alfa 6C                          | 2016        |
| Aston Martin DB9                 | late 2016   |
| Aston Martin V8 Vantage          | early 2016  |
| Audi A5                          | spring 2016 |
| Audi A9                          | 2018        |
| Audi R4                          | 2016        |
| Audi R8                          | autumn      |
| Audi TT RS                       | 2016        |
| Audi TT Sportback                | 2016        |
| Audi TT Sport Quattro            | 2016        |
| BMW M1                           | 2016        |
| BMW M2                           | late 2015   |
| Caterham sports car              | 2016        |
| Ford GT                          | 2016        |
| Ford Focus RS                    | 2016        |
| Honda CR-Z                       | 2017        |
| Honda NSX                        | late 2015   |
| Honda NSX Type R                 | 2017        |
| Infiniti Q60                     | 2016        |
| Jaguar XE SVR                    | early 2016  |
| Kia GT4 Stinger                  | 2016        |
| Lamborghini Asterion LP910-4     | 2017        |
| Lamborghini Huracán Superleggera | 2016        |
| Lexus GS F                       | late 2015   |
| Lexus RC                         | late 2015   |
| Lexus LF-LC                      | 2016        |
| Lotus Evora 400                  | summer      |
| Maserati Alfieri                 | 2016        |
| Maserati GranTurismo             | late 2017   |
| McLaren 570S                     | late 2015   |
| McLaren 540 C                    | 2016        |
| Mercedes C 450 AMG Sport         | 2016        |
| MG TF replacement                | 2020        |
| Nissan Pulsar Nismo              | late 2015   |
| Peugeot 308 R                    | late 2015   |
| Porsche Boxster Spyder           | late 2015   |
| Porsche 911 facelift             | late 2015   |
| Porsche 961                      | 2017        |
| Porsche Pajun                    | 2018        |
| Renault Alpine                   | 2017        |
| Toyota FT-1 (Supra)              | 2017        |
| VW Golf R400                     | 2016        |
| TVR sports car                   | 2017        |
| VW Golf GTI Clubsport            | 2016        |
| VW Scirocco GTS                  | 2016        |

#### SUVs

|                           |            |
|---------------------------|------------|
| Alfa Romeo SUV            | 2017       |
| Aston Martin DBX          | 2019       |
| Audi Q1                   | 2016       |
| Audi Q5                   | 2016       |
| Audi Q6                   | 2016       |
| Audi Q7                   | summer     |
| Audi Q8                   | 2017       |
| Audi RS Q1                | late 2016  |
| Bentley Bentayga          | 2016       |
| BMW 1 Series Sport Cross  | 2017       |
| BMW X1                    | October    |
| BMW X2                    | 2017       |
| BMW X3                    | 2016       |
| BMW X7                    | 2018       |
| Citroen Grand Cactus      | 2017       |
| Dacia Duster facelift     | 2016       |
| Ford Edge                 | autumn     |
| Honda HR-V                | summer     |
| Infiniti QX30             | mid 2016   |
| Jaguar F-Pace             | 2016       |
| Jaguar 'Baby' F-Pace      | 2018       |
| Lamborghini Urus          | 2018       |
| Land Rover Defender       | 2018       |
| Lexus RX                  | late 2015  |
| Maserati Levante          | 2016       |
| Mercedes AMG GT four-door | 2017       |
| Mercedes GLC Coupé        | early 2016 |
| Mercedes GLE Coupé        | mid 2015   |
| Mercedes GLE              | mid 2015   |
| Mercedes GLS              | mid 2015   |
| MG GS                     | 2016       |
| Peugeot Quartz            | 2016       |
| Porsche Cayenne Coupé     | 2017       |
| Porsche Macan Turbo S     | late 2015  |
| Porsche Macan GTS         | late 2015  |
| Porsche Panamera          | 2016       |
| Qoros 2 SUV               | 2016       |
| Qoros 3 City SUV          | 2016       |
| Renault Kwid              | 2016       |
| Renault Kadjar            | August     |
| Renault seven-seat SUV    | 2016       |
| Rolls-Royce SUV           | late 2016  |
| SEAT SUV                  | 2016       |
| Skoda Yeti+2              | 2016       |
| Suzuki iM-4               | 2018       |
| Tesla Model X             | late 2015  |
| Toyota C-HR               | 2017       |
| Volkswagen Taigun         | 2015       |
| Volkswagen Tiguan         | 2016       |
| Volkswagen T-ROC          | 2016       |
| Volvo XC40                | 2018       |
| Volvo XC60                | 2017       |

#### PEOPLE MOVERS

|                           |           |
|---------------------------|-----------|
| Ford C-MAX facelift       | summer    |
| Ford Grand C-MAX facelift | summer    |
| Ford S-MAX                | summer    |
| Mercedes R-Class          | 2016      |
| VW Touran                 | November  |
| VW Transporter            | late 2015 |

#### CABRIOLETS

|                              |             |
|------------------------------|-------------|
| Audi R8 Spyder               | 2016        |
| Fiat 124 Spider              | summer 2016 |
| Jaguar F-Type SVR            | late 2015   |
| Jaguar XE Convertible        | 2016        |
| Lamborghini Huracán Spyder   | late 2015   |
| Mazda MX-5                   | summer      |
| Mercedes C-Class Cabriolet   | late 2015   |
| Mercedes S-Class Cabriolet   | late 2015   |
| MINI Convertible             | 2016        |
| Range Rover Evoque Cabriolet | 2015        |
| Rolls-Royce Dawn             | 2016        |
| VW Beetle Dune cabriolet     | late 2015   |

#### LUXURY CARS

|                          |           |
|--------------------------|-----------|
| Audi A8                  | 2017      |
| BMW 5-Series             | 2016      |
| BMW 7 Series             | late 2015 |
| Cadillac ELR             | late 2015 |
| Infiniti Q80             | 2020      |
| Jaguar XF                | late 2015 |
| Mercedes E-Class         | 2016      |
| Mercedes S-Class Pullman | 2015      |
| Rolls-Royce Phantom      | 2017      |
| VW Phaeton               | late 2016 |
| Volvo S90                | 2016      |



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# In the crossfire

The Mazda CX-3 is the latest small crossover to arrive on the scene. Can it outgun two key rivals?

Pictures: Stuart Price Location: Longcross, Surrey

**AE** MAZDA rather lagged behind the curve with the launch of its new CX-3 compact crossover, arriving years after cars like the Nissan Juke and Renault Captur had firmly established the class.

Yet the public's appetite for trendy crossovers is showing no sign of decline, and Mazda is renowned for delivering off-roaders that look good, are great to drive, offer frugal running costs and boast plenty of family-friendly practicality.

The larger CX-5 SUV is an Auto Express favourite, and with the CX-3, Mazda is hoping it's applied that winning formula to

a smaller model. We've lined up two of its toughest rivals in the form of the stylish Juke and the practical Captur to give Mazda's new model a stern test.

All three boast downsized diesel engines that claim strong efficiency. Plus, the cars offer something different to a conventional five-door supermini, as they focus on design and personalisation – thus enabling buyers to make their compact crossovers stand out from the crowd.

Can the CX-3 hit the ground running and go straight to the top of this highly competitive class? Read on to find out.



66

**LIVING WITH A...  
SUZUKI VITARA**

We go back to driving school as new small SUV joins our fleet.



68

**LIVING WITH AN...  
AUDI TT**

We bid a reluctant farewell to our brilliant, award-winning coupé.

**Nissan Juke 1.5 dCi  
Tekna Exterior + Pack**

**Price:** £20,235 **Engine:** 1.5-litre 4cyl, 108bhp

**0-60mph:** 10.9 seconds **Test economy:** 44.9mpg/9.9mpl

**CO<sub>2</sub>:** 107g/km **Annual road tax:** £20

**Renault Captur 1.5 dCi  
Dynamique S Nav**

**Price:** £19,195 **Engine:** 1.5-litre 4cyl, 108bhp

**0-60mph:** 10.5 seconds **Test economy:** 47.4mpg/10.4mpl

**CO<sub>2</sub>:** 98g/km **Annual road tax:** £0

**Mazda CX-3 1.5 D  
Sport Nav 2WD**

**Price:** £21,895 **Engine:** 1.5-litre 4cyl, 104bhp

**0-60mph:** 10.0 seconds **Test economy:** 45.2mpg/9.9mpl

**CO<sub>2</sub>:** 105g/km **Annual road tax:** £20



**MODEL TESTED:** Mazda CX-3 1.5 D Sport Nav  
**PRICE:** £21,895 **ENGINE:** 1.5-litre 4cyl, 104bhp

**AE** WITH the CX-3, Mazda has taken its 2 supermini and scaled it up, creating a pint-sized SUV that blends attractive styling, sharp dynamics and strong practicality. Here, we test the range-topping £21,895 Sport Nav model.

## Styling 4.0/5

IT'S easy to identify the CX-3's roots in terms of design, with front-end styling that borrows many cues from the brand's smaller 2. There's a deep, shield-shaped grille that follows Mazda's Kodo design treatment, with narrow headlamps either side that wrap around on to the front wings.

Along with the angled foglights, the CX-3's light signature is recognisable at night and gives the compact crossover a sporty look, borrowing certain elements from the larger CX-5 off-roader. At the back, the tail-lights have the same effect. They're shallow and wide, sitting across the rear wings and boot lid. Above them is the black C-pillar, which helps make the Mazda look lower to the ground in conjunction with its small rear window – although this doesn't reduce visibility.

The front and rear bumpers are the most heavily sculpted parts of the body, with a neatly designed bonnet that acts as a hood for the headlamps. There's also a pair of strong creases that run back from the edges of the grille towards the base of the windscreen. Along with the CX-3's raised ride height, there's lots of black plastic body cladding around the wheelarches and door sills that gives the car a rugged appearance to go with the other racy design elements.

Of our trio, it's easily the most attractive, with a well resolved design. It's just as good on the inside, too, and although it might be the most expensive car here, the CX-3 is also the most premium, with soft, high-quality materials lining every surface.

The layout mimics the 2's, so there's a driver-focused gauge cluster with a big, central rev counter. The low-line dash is neat, with the touchscreen infotainment system sprouting upwards. You can also control the multimedia with the knurled rotary controller behind the gearlever.

This top-spec Sport Nav version comes loaded with equipment, including sat-nav, LED headlights, a reversing camera, keyless go, a Bose surround-sound stereo, climate and cruise control, Bluetooth and a DAB radio. Our test car was also fitted with the deep Soul Red metallic paint, which highlights the CX-3's strong lines, taking the price up to £22,555.

## Driving 4.2/5

LIKE the new MX-5 sports car, the CX-3 uses Mazda's SkyActiv technology, with a stiff, lightweight bodyshell that provides sharp handling and a high level of safety. It's complemented by a punchy 104bhp 1.5-litre turbodiesel, paired with a deliciously precise and mechanical-feeling gearbox that gives you a great connection with the car.

With 270Nm on tap low-down at 1,600rpm, there's lots of smooth torque; so the Mazda pulls well. It's not as quick as the Renault Captur from 50-70mph due to its longer gearing, but the linear power delivery and strong top end mean the CX-3 is easily the fastest from 0-60mph, taking 10 seconds dead.

It's actually down on power compared to the other two, so this turn of speed is impressive. Yet the car offers so much more than just straight-line pace. The chassis is the most agile here, with a nicely judged

## Testers' notes

"Our test car sent power to the front wheels only, but for another £1,500 you can opt for the all-wheel-drive version. It emits 18g/km more CO<sub>2</sub> than the two-wheel-drive car, so will cost £90 per year more to tax, yet the extra traction that the 4WD system brings means it'll be reassuring in wintry conditions. There's also a six-speed automatic gearbox, but this is less efficient than the slick manual."



James Disdale Road test editor

suspension set-up. The Mazda floats over bumps at higher speeds and softens harsh jolts nicely – although the low-speed ride is firmer – but on twisting roads, there's plenty of composure. Controls are light, but the steering is precise for a crossover. Combine that with its taut body control, and the CX-3 feels alive where the others feel inert. This doesn't come at the expense of comfort, either, as despite this dynamic focus, the car is a great cruiser thanks to the plush damping and top-quality cabin.

Refinement is also strong, and if you rev the engine hard, the unit's smoothness is a big bonus. Our noise readings show it's easily the quietest inside and out at idle; while the others emit a diesel clatter from under the bonnet, the Mazda stays quiet.

## Ownership 3.9/5

MAZDA has an excellent reputation for reliability and is a consistently strong performer in our Driver Power satisfaction surveys. It slipped one place in 2015 to ninth overall, although that's still well ahead of premium brands like Audi and BMW. It recorded an even better result for reliability, taking sixth spot.

The CX-3 uses technology tried and tested elsewhere in the Mazda range. We haven't heard of any problems with the SkyActiv-D diesel engine and the interior tech is robust, so the car should be easy to live with. It'll also be safe; the 2 supermini it's based on was awarded a four-star safety rating by Euro NCAP, and even though the CX-3 hasn't yet been tested, you can expect the same score or better.

Six airbags come as standard, and this Sport Nav model benefits from Mazda's Smart City Brake Support, which will apply the brakes for you at up to 20mph to avoid bumps around town. There are also LED headlights for increased visibility at night, plus lane departure warning and a tyre pressure monitor.

## Running costs 3.4/5

IT might feature lots of big-car tech, but there's no getting away from the CX-3's high price tag – £21,895 is steep for a car in this class. That hefty sticker also means that despite the Mazda's impressive efficiency – emitting 105g/km of CO<sub>2</sub> – it'll be the priciest to run for business users. Higher-rate taxpayers will have to stump up £1,660 per year – around £120 more than for the Nissan Juke and £360 over the Captur.

According to our experts, the CX-3 will depreciate by the most, too. It's predicted to hold on to 43.6 per cent of its value after three years, meaning a drop of £12,344. This is a whopping £2,100 more than the cheaper Renault and £1,395 more than the Nissan.

## Style

SCULPTED look of CX-3 is taken from Mazda's Kodo design language; straight-line acceleration is impressive



# Mazda CX-



## Design

INTERIOR layout is very similar to Mazda 2's, with an upright infotainment system and a central rev counter





## Size matters

MAZDA feels most agile, but it's actually the longest car here. Angular design mixed with gentle curves and a low roofline means that it looks the sportiest of our trio

# 3



**CO<sub>2</sub>/tax**  
105g/km  
£20 or 19%



**Practicality**  
Boot (seats up/down)  
287/1,197 litres



**Performance**  
0-60/30-70mph  
10.0/10.2 seconds



**Braking**  
70-0/60-0/30-0mph  
55.3/39.0/9.7m



**Running costs**  
45.2mpg (on test)  
£58 fill-up



## Practicality 3.8/5

THE Mazda claws back some lost ground on cost with its premium interior, which boasts plenty of practicality to back up its stylish image. The driver-focused cabin is spacious, with lots of storage, although the front door bins don't have the most useful openings.

Rear leg and headroom are good and access is easy. However, one area where this top-spec Sport Nav version falls down is boot space. Its powerful Bose sound system features a subwoofer in the boot that reduces luggage space from 350 litres with the seats up to just 287 litres. Still, there's an adjustable boot floor so you can hide items out of sight, plus a 1,197-litre capacity on offer if you fold the rear seats down.

### Testers' notes

"If you want to try and cut back on costs, the SE-L Nav trim is £900 cheaper and still gets sat-nav, autonomous city braking, parking sensors, heated seats, climate control and privacy glass."



**Dean Gibson** Dep. road test editor

## Materials

OF our high-spec test cars, the Mazda looks and feels the smartest inside; dash leather is synthetic, but clever use breaks up plastic



**MODEL TESTED:** Renault Captur 1.5 dCi Dynamique S Nav

**PRICE:** £19,195 **ENGINE:** 1.5-litre 4cyl, 108bhp

**AE** THE Renault Captur brought chic French design to the compact crossover class when it went on sale in 2013, but two years on, is it enough to fend off the challenge from rivals? We test the £19,195 1.5 dCi 110 model in Dynamique S Nav trim to find out.

## Styling 3.7/5

LIKE the CX-3, the Captur is based on a supermini – and it's clear to see from the car's proportions that this is a Clio sporting a raised ride height. The car's bulbous nose features some sculpted styling elements, including a large Renault badge connected to the swept-back headlamps by a gloss-black 'bow-tie' strip. Lower down, the foglamps and LED running light strips sit in a raised area of the bumper and either side of another grille that feeds in air to cool the engine down.

The Captur's sides get similar plastic inserts at the bottom of the doors to the Clio, with a gentle scallop running up towards the chunkier rear wheelarch. The brand's designers have used a clever trick to make the Captur look lower and wider, with the black windscreen pillars and roof hiding some of its bulk. They contrast nicely with the Oyster Grey paint, too. At the back, the design is more sedate, with a relatively plain boot lid and rear bumper.

Inside, there are more design features borrowed from the Clio, as the Captur's dash layout is almost identical to its smaller supermini sibling's. There's a gloss-black centre console that houses the touchscreen infotainment system as well as the heating controls. Yet it's not as slick or upmarket as the CX-3's cabin, and the layout doesn't feel as special, either.

Still, the dials add a futuristic twist to the design, with a central digital speedo and secondary read-out flanked by the analogue rev counter and fuel gauge. Plus, there are plenty of personalisation options for the cabin, with the sat-nav and speaker surrounds, plastic steering wheel inserts, seat bolsters and air vents all available in different colours. However, the gloss black items on our test car mixed with the dark black and grey cloth mean the Renault lacks a bit of excitement inside and isn't particularly premium. Material quality leaves a lot to be desired, too, with hard plastics present throughout.

This high-spec Dynamique S Nav model is relatively well equipped for its £19,195 price tag, with parking sensors, Bluetooth, climate control, sat-nav, cruise control and keyless go all on the kit list. Yet it does without autonomous braking, DAB radio, a reversing camera and heated seats, which all come as standard on the Mazda. Plus, xenon headlights aren't available, whereas the CX-3 gets LED units.

## Driving 3.3/5

THINGS get worse for the Captur the moment you push the starter button. The 1.5-litre turbodiesel engine is much noisier than the Mazda's, and despite its slightly higher 108bhp output, it's not as quick. That's partly because the Renault produces 10Nm less torque at slightly higher revs, so the engine isn't as willing. It means you have to work the six-speed gearbox quite hard, which isn't particularly pleasant, as the gearchange feels spongy and remote.

Still, there's adequate performance on offer. On test, the Captur sprinted from 0-60mph in 10.5 seconds and, thanks to its shorter gearing, was on par with the CX-3 for in-gear acceleration. The French

### Testers' notes

"Upgrade the Renault's multimedia system with the £600 R-Link pack, and on top of improved sat-nav and stereo, the Captur also gets an eco coach. It gives tips on how to drive to get the most mpg from the engine and monitors your performance. There's also Renault's R-Sound app available, which pipes fake engine noise into the car to make the Captur sound sportier. Like the air quality metre, it's a bit of a gimmick."



**James Disdale** Road test editor

car doesn't have the sharp steering and controlled ride of the Mazda, though – it's much softer and absorbs poor road surfaces well, but it never feels settled. Take a corner at anything more than moderate speed, and the Captur lurches around.

It's more at home driving around city centres, where the forgiving chassis makes it easier to live with. However, higher revs at 70mph mean the Renault isn't quite as refined on fast roads.

## Ownership 4.1/5

IN recent years, Renault has made big improvements in our Driver Power satisfaction survey, bagging a seventh-place finish in our 2015 poll – thus making it the most impressive brand of the three tested here. It's even managed to shake off its less than solid image for reliability, as it finished 14th out of 32 manufacturers in this category.

The Captur was voted the 44th-best car to live with in 2015 out of a pool of 200, so it should serve up easy motoring. If you're going to be strapping your family into a crossover, the Renault's safety record will be a strong draw as well. It was awarded a full five-star rating by Euro NCAP, with excellent scores across all test categories. Autonomous braking isn't available as an option, but six airbags offer decent protection.

## Running costs 3.9/5

THE Captur offers appealing value for money even in Dynamique S Nav spec. It boasts the strongest residual values here according to our experts, and will retain 46.6 per cent of its value after three years. Impressive CO<sub>2</sub> emissions of 98g/km attract the lowest Benefit in Kind rate, too, at 17 per cent.

As a result, business users will make some great savings running a Captur over a CX-3 or a Juke. On top of this, Renault's four-year/100,000-mile warranty and four years' roadside assistance package is the most comprehensive here, so even if you do have a problem, you'll have a back-up to call on.

The car matches the Juke's service intervals, but undercuts it for routine maintenance at £399 for three years. So, the Captur will be cheap to keep on the road, and its excellent fuel economy means owners will save at the pumps, too.

On test, it returned 47.4mpg; and while this is down on Renault's official figure, you'll still save £68 per year on fuel compared to with the CX-3. The lack of performance next to the Mazda means you have to work the Captur's power unit harder, but this doesn't hurt economy. Low CO<sub>2</sub> emissions mean you'll pay nothing for road tax.

## Handling

CAPTUR is bulky, and you can feel its size on the move. Corner at moderate speeds, and the car loses its composure



# Renault Captur



## Materials

DASH layout echoes that of Renault Clio's, with central touchscreen. However, plastics feel cheap





## Engine

CAPTUR shares powerplant with Juke thanks to Nissan-Renault tie-up. It's fuel efficient, but it's vocal, too. Mazda's motor feels smoother when you rev it hard

ptur



**CO<sub>2</sub>/tax**  
98g/km  
£0 or 17%



**Practicality**  
Boot (seats up/down)  
377-455/1,235 litres



**Performance**  
0-60/30-70mph  
10.5/10.5 seconds



**Braking**  
70-0/60-0/30-0mph  
56.2/38.6/9.0m



**Running costs**  
47.4mpg (on test)  
£54 fill-up



## Practicality 4.0/5

THE Captur is the most practical here, especially if you're looking to load passengers and bags at the same time. There's 377 litres of boot space, but clever rear seats slide forward by 160mm to increase load capacity to 455 litres if you need more room. And with them forward, there's still enough space in the back for short journeys. Fold all seats flat, and this rises to 1,235 litres, while a handy hook helps to secure bags.

Elastic cords on the back of the front seats are a great idea to hold items in place, while the door bins are a decent size. There's also a cubby hole on top of the dash – and you'll need it, too, as storage for the car's fuses on right-hand-drive models eats into the size of the glovebox.

## Smart solutions

ELASTICATED straps and sliding seats are just a few of Renault's clever answers to boosting the Captur's family-friendly appeal

## Testers' notes

"Captur owners can upgrade the standard three-year servicing deal to a four-year package for £599. If power isn't important, there are great deals on the dCi 90 Captur in Dynamique S Nav spec, at £199 per month."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** Nissan Juke 1.5 dCi Tekna Exterior + Pack

**PRICE:** £20,235 **ENGINE:** 1.5-litre 4cyl, 108bhp

**AE** NISSAN'S Juke led the compact crossover revolution, with bold styling that split opinion. Although our pictures show an Accenta Premium, we test the £20,325 Juke Tekna with Nissan's Exterior + Pack model here.

## Styling 3.9/5

WHEN it launched in 2010, the Juke was a breath of fresh air in a contracting car market bored with conventional superminis. Its divisive design meant you were either a fan of the quirky five-door crossover or you weren't – but over the years, the car's appearance has become more familiar. Now, following a spot of gentle cosmetic surgery in the middle of 2014, the Juke looks sharper than ever.

It was actually the 10th-best-selling car in the UK last year, so the Nissan's styling is still proving popular. The car's trademark wide grille, big spotlights and more angular light clusters higher up on the front wings mean it rivals the CX-3 for visual appeal – especially in the similar dark red metallic paint of our test car.

Fitted with the Exterior + Pack, there are plenty of contrasting plastic inserts that bring with them a splash of extra style – these include dark headlamp surrounds, inserts for the front and rear bumpers in the same colour and plastic blades that give the 18-inch alloys (also part of the pack) a sharper look. This particular Juke's extra styling details are more subtle compared to some of the bolder colours on offer, but the option is there to make the car as garish or as restrained as you like.

At the rear, the Nissan is just as distinctive as at the front. The tail-lights are similar to those on its 370Z coupé and help give the Juke a sporty stance along with the raked hatch, while the revised rear bumper houses the central foglight. Inside, the funky theme continues, with a coloured transmission tunnel that Nissan says was inspired by the shape of a high-performance motorcycle's fuel tank. There's also a gloss-black plastic surround to the sat-nav and climate controls, but, unfortunately, this is where the Juke's interior highlights stop.

Compared to the Mazda and the Renault, the Nissan is very cramped inside. The steering wheel doesn't adjust for reach and it's difficult to find a comfortable driving position as a result. It's actually a longer car than the Captur, but a shorter wheelbase means there's much less room; and with unforgiving plastics covering the dash and doors, it feels cheap.

However, it isn't; as with the styling add-ons, metallic paint and xenon headlights fitted to this test car, the top-spec Juke Tekna costs an eye-watering £22,075. The standard £20,325 car's kit count matches its rivals', with heated leather seats, keyless go, a reversing camera, DAB radio, sat-nav, climate control and Nissan's clever Safety Shield technologies all on the list. The spec is strong, it's just that the way the equipment is integrated into the low-rent interior lets it down next to newer, more premium rivals.

## Driving 3.8/5

THE Juke and the Captur actually share some components thanks to the Nissan-Renault alliance, including the 108bhp 1.5-litre diesel engine. Yet because the Juke weighs 115kg more than the Captur, it's not quite as quick. Our test figures show that the 0-60mph sprint took 10.9 seconds, while the Nissan's acceleration both in gear and through the

### Testers' notes

"Tekna trim features Nissan Connect with Google's clever Send to Car tech. You can look up a destination on your smartphone and send it to the sat-nav so the route is programmed when you start it up. You can also look up info on the weather at your destination. If DAB radio isn't enough, there's an internet radio function that means you can listen to your favourite online stations using the dedicated Tuneln app."



James Disdale Road test editor

gears from 30-70mph was some way behind the Mazda and the Renault's performance.

Still, it's not as big a problem as in the Captur, as the gearchange in the Juke is better. It's weightier than the CX-3's action, but just as precise and with a shorter throw, which means the car feels eager on the road shifting up and down the gearbox. It's just a shame the flat engine isn't as enjoyable to use.

All of the Juke's controls have a reassuring weight to them, and the heavier steering and firm suspension give it a planted feel. It's the stiffest of our line-up by some way, but there's a gentle edge to the way the car rides broken tarmac. It doesn't transmit any nasty vibrations through the body and into the cabin, which means you can enjoy driving on a twisty road thanks to the chassis' control.

The trade-off here is that the entertaining drive makes the Nissan a little less sophisticated for long journeys. There's not much room in the cramped cabin, whether you're in the front or the back, and the 1.5 dCi engine is just as noisy as the Captur's. Add in the slightly harsher ride, and motorway routes can be hard work. Due to its dimensions, the Juke is much more at home on country roads or in the city.

## Ownership 3.3/5

DROPPING six places from last year, Nissan slipped towards the bottom of our Driver Power satisfaction survey, coming 28th out of 32. An average reliability result (21st) and poor build quality (29th) mean the Juke can be hit and miss to live with – highlighted by our test car's poorly fitted transmission tunnel surround. It was also voted way down the order in our top 200 cars to own, languishing in 138th place.

Safety is one of the car's stronger suits, however. This Tekna model gets Nissan's Safety Shield package, which consists of a 360-degree monitor and moving object detection to help when manoeuvring. There's also blind spot and lane departure warning, but as it was designed over five years ago, autonomous braking doesn't feature. The Juke still gets a five-star rating from Euro NCAP, but poor scores for pedestrian protection and safety assistance show its age.

## Running costs 3.6/5

EXTRA safety kit means the Juke is rated three insurance groups lower than both of its rivals here, yet it's actually more expensive to insure at £544 for our sample driver. Annual cover is £73 cheaper for the CX-3 and £92 for the Captur. Servicing and fuel costs are fair, but can't match Renault's superb value.



# Nissan Juke



## Practicality 3.4/5

THE facelifted Juke boasts increased boot space, so there's 354 litres on offer with an adjustable boot floor for extra flexibility. Fold the rear seats down, and the capacity rises to 1,189 litres, but a high boot lip and narrow opening make loading bulky bags awkward.

Storage is average, with two cup-holders behind the gearlever and reasonable-sized door bins. The rear doors will hold a bottle of water each, but due to small openings and wheelarch intrusion, it's difficult to get into the back. When you're sat in the rear, it's very cramped, too, while the thick rear pillar and claustrophobic interior hurt visibility, so the Tekna's cameras come in useful.



**CO<sub>2</sub>/tax**107g/km  
£20 or 19%**Practicality**Boot (seats up/down)  
354/1,189 litres**Performance**0-60/30-70mph  
10.9/11.6 seconds**Braking**70-0/60-0/30-0mph  
54.6/37.0/9.3m**Running costs**44.9mpg (on test)  
£55 fill-up

## HEAD TO HEAD

### Personalisation

CUSTOMISATION is king in the crossover sector, but the Mazda loses ground to the Nissan and Renault, with less scope to personalise the car.

However, the CX-3 looks the sharpest from the outside and feels more premium; particularly inside, where the Sport Nav trim gets contrasting upholstery.



### Versatility

THESE cars are meant to offer practicality on par with a supermini. While the Captur and the CX-3 serve up even more usability, with lots of room inside and a commanding driving position, the Juke's packaging is poor. No matter where you're sat, it feels compromised.



### Equipment

THE Mazda might be pricey, but its kit count is the best of our trio. It's the only one that gets LED headlamps and autonomous braking as standard, with upmarket features like heated seats and a reversing camera among the range of equipment.

### Cabin space

NARROW doors and cramped rear mean access to back seats is tight. You won't want to spend much time here, either, as there isn't a lot of head and legroom. Heavy steering gives car a planted feel

e



### Design

JUKE'S fascia is showing age, with low-resolution graphics for sat-nav and climate control screens. Material quality isn't great, either, but it's well equipped



### Testers' notes

"Push the D-Mode button, and you can choose between Eco, Normal and Sport driving programmes. The steering weight and throttle response change, but the difference between the extremes isn't that noticeable."



James Disdale Road test editor





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# Figures

**Mazda CX-3  
1.5 D Sport  
Nav 2WD**

**Renault Captur 1.5  
dCi Dynamique  
5 Nav**

**Nissan Juke  
1.5 dCi Tekna  
Exterior + Pack**


|   |                          |  |                             |  |                               |  |
|---|--------------------------|--|-----------------------------|--|-------------------------------|--|
| On-the-road price/total as tested           | <b>£21,895/£22,555</b>   | <b>HIGHEST PRICE</b><br>MAZDA is priciest of our contenders, but with options, the gap to the less practical Juke closes up. The Captur is the value proposition.                                      | £19,195/£19,785             | <b>HIGHEST RVS</b><br>IT'S the Renault that has the highest predicted residual values – three per cent more than the pricier Mazda.                        | £20,325/£22,075               | <b>INSURANCE</b><br>JUKE is rated three groups lower than CX-3 and Captur, but actually costs significantly more for 12 months' cover than rivals.                           |
| Residual value (after 3yrs/30,000)          | £9,551/43.6%             |  | £8,951/46.6%                |  | £9,376/46.1%                  |  |
| Depreciation                                | £12,344                  |  | <b>£10,244</b>              |  | £10,949                       |  |
| Annual tax liability std/higher rate        | £830/£1,660              |  | £651/£1,302                 |  | £770/£1,541                   |  |
| Annual fuel cost (12k/20k miles)            | £1,460/£2,433            |  | £1,392/£2,320               |  | £1,470/£2,450                 |  |
| Ins. group/quote/road tax band/cost         | 15/£471/B/£20            |  | 15/£452/A/£0                |  | <b>12/£544/B/£20</b>          |  |
| Cost of 1st/2nd/3rd service                 | £220/£350/£310           |  | £399 (3yrs)                 |  | £159/£249/£159                |  |
| Length/wheelbase                            | <b>4,275/2,570mm</b>     | <b>AGILITY</b><br>CX-3 is the longest, but it's the most alert on the road. This provides a nice mix of practicality and handling. Stiff bodyshell helps, too, and should also give a good NCAP score. | 4,122/2,606mm               |  | 4,135/2,530mm                 |  |
| Height/width                                | 1,535/1,765mm            |  | 1,566/1,778mm               |  | 1,565/1,765mm                 |  |
| Engine                                      | 4cyl in-line/1,499cc     |  | 4cyl in-line/1,461cc        |  | 4cyl in-line/1,461cc          |  |
| Peak power                                  | 104/4,000 bhp/rpm        |  | 108/4,000 bhp/rpm           |  | 108/4,000 bhp/rpm             |  |
| Peak torque                                 | 270/1,600 Nm/rpm         |  | 260/1,750 Nm/rpm            |  | 260/1,750 Nm/rpm              |  |
| Transmission                                | 6-spd man/fwd            |  | 6-spd man/fwd               |  | 6-spd man/fwd                 | <b>SERVICING</b><br>NISSAN has identical service intervals to Renault, but high costs make it more expensive to maintain. CX-3 servicing pack is not on sale yet.            |
| Fuel tank capacity/spare wheel              | 48 litres/repair kit     |  | 45 litres/repair kit        |  | 46 litres/space saver         |  |
| Boot capacity (seats up/down)               | 287/1,197 litres         |  | <b>377-455/1,235 litres</b> | <b>BIGGEST BOOT</b><br>CAPTUR boasts biggest boot even in its smallest configuration. Flexible seating and boot floor arrangement increase space.          | 354/1,189 litres              |  |
| Kerbweight/payload/towing weight            | 1,200/610/1,200kg        |  | 1,190/553/900kg             |  | 1,305/465/1,250kg             |  |
| Turning circle/drag coefficient             | 11.4 metres/N/A          |  | 10.4 metres/N/A             |  | 10.7 metres/0.35Cd            |  |
| Basic warranty (miles)/recovery             | 3yrs (60,000)/3yrs       |  | 4yrs (100,000)/4yrs         |  | 3yrs (60,000)/3yrs            |  |
| Service intervals/UK dealers                | 12,500 miles (1yr)/170   |  | 18,000 miles (1yr)/153      |  | <b>18,000 miles (1yr)/225</b> |  |
| Driver Power manufacturer/dealer pos.       | 9th/12th*                | <b>PERFORMANCE</b><br>ACCELERATION is strong despite lowest power output. Highest torque gives CX-3 speed and longer gearing cruising ability.   | 7th/14th*                   |  | 28th/25th*                    |  |
| Euro NCAP: Adult/child/ped./stars           | N/A                      |  | 88/79/61/81//5              |  | 87/81/41/71/5                 |  |
| 0-60/30-70mph                               | <b>10.0/10.2 seconds</b> |  | 10.5/10.5 seconds           |  | 10.9/11.6 seconds             | <b>FUEL ECONOMY</b><br>SHORTER gearing than Mazda and heavier kerbweight than Renault means Nissan is the least efficient, but not by much. All three are fairly economical. |
| 30-50mph in 3rd/4th                         | 4.1/5.7 seconds          |  | 4.0/5.5 seconds             |  | 4.1/6.6 seconds               |  |
| 50-70mph in 5th/6th                         | 8.1/11.4 seconds         |  | 8.2/11.1 seconds            |  | 10.0/14.3 seconds             |  |
| Top speed/rpm at 70mph                      | 110mph/2,000rpm          |  | 109mph/2,200rpm             |  | 109mph/2,200rpm               |  |
| Braking 70-0/60-0/30-0mph                   | 55.3/39.0/9.7m           |  | 56.2/38.6/9.0m              |  | 54.6/37.0/9.3m                |  |
| Noise levels outside/idle/30/70mph          | 71/52/65/72dB            |  | 76/54/66/72dB               |  | 76/54/64/73dB                 |  |
| Auto Express econ (mpg/imp)/range           | 45.2/9.9/477 miles       | <b>STANDARD KIT</b><br>THERE'S not much to split these range-topping models on equipment, but safety kit and plush feel give Mazda the edge.   | 47.4/10.4/469 miles         | <b>LOWEST CO<sub>2</sub></b><br>SUB-100g/km emissions mean the Captur is free to tax. However, like the Nissan, its 1.5 dCi engine isn't the most refined. | <b>44.9/9.9/454 miles</b>     |  |
| Govt urban/extra-urban/combined             | 64.2/74.3/70.6mpg        |  | 72.4/74.3/65.7mpg           |  | 61.4/72.4/68.9mpg             |  |
| Govt urban/extra-urban/combined             | 14.2/16.3/15.5mpl        |  | 15.5/17.3/16.8mpl           |  | 13.5/15.9/15.1mpl             |  |
| Actual/claimed CO <sub>2</sub> /tax bracket | 167/105g/km/19%          |  | <b>160/98g/km/17%</b>       |  | 169/107g/km/19%               |  |
| Airbags/Isofix/parking sens/camera          | <b>Six/yes/yes/yes</b>   |  | Six/yes/yes/£250            |  | Six/yes/no/yes                |  |
| Auto gearbox/stability/cruise control       | No/yes/yes               |  | No/yes/yes                  |  | No/yes/yes                    |  |
| Climate control/leather/heated seats        | Yes/leatherette/yes      |  | Yes/£830/no                 |  | Yes/yes/yes                   |  |
| Metallic paint/xenons/keyless go            | <b>£540</b> */LED/yes    |  | <b>£495</b> /no/yes         |  | <b>£500/£500</b> /yes         |  |
| Sat-nav/USB/DAB radio/Bluetooth             | Yes/yes/yes/yes          |  | Yes/yes/£240/yes            |  | Yes/yes/yes/yes               |  |

## Results

### MAZDA

ITS price might seem steep next to rivals, but the CX-3 justifies the gap thanks to its mix of great design, class and driving dynamics. It can't match the Captur for versatility, but when it comes to mixing fashion-led styling with practicality, it's more convincing than the ageing Juke. Of these high-spec models, it's the CX-3's kit list that's the most appealing, too, with lots of safety features.



# 1st

### RENAULT

QUALITY isn't the Captur's strongest suit, but with a functional interior sporting a few touches of design flair, it has just enough charm to relegate the Juke to third place. The spongy edge to how the Renault drives ensures it can't compete with its rivals on the road, though. Instead, strong fuel economy and low running costs mean it appeals to the head more than the heart.



# 2nd

### NISSAN

IN this company, the Nissan feels outclassed dynamically and practically. The Juke's mid-life update improved its good points further, but the poor packaging remains, which hampers its chances against fresher cars like the CX-3 and Captur. It's still fun to drive, but factor in the car's hefty price tag with Nissan's styling add-ons and it makes the CX-3 look like good value.



# 3rd

## RIVALS

Other options in this category...

**Suzuki Vitara 1.6 DDiS SZ5**  
PRICE: £19,499 ENGINE: 1.6-litre 4cyl, 118bhp

IT might not be as stylish, but with more power and 106g/km CO<sub>2</sub> emissions, the Vitara makes financial sense. The SZ5 model gets lots of kit, including keyless go, adaptive cruise, a reversing cam and sat-nav.



**Citroen C4 Cactus Flair BlueHDI 100**  
PRICE: £18,090 ENGINE: 1.6-litre 4cyl, 98bhp

IF you want to stand out from the crowd, the Citroen C4 Cactus fits the bill. Its quirky design boasts Airbumps to help avoid car park door dings; it's less powerful, but 92g/km CO<sub>2</sub> emissions make for low running costs.





# Halo effect

Has the Type R's arrival given the updated standard Civic a new lease of life? Here it faces Skoda's Octavia

**AE** THE Honda Civic has been a staple of the company's line-up for more than 40 years, but while the name has remained the same over that period, the model has evolved beyond all recognition.

Although it started out as a small city car, the latest version – now in its ninth generation – is one of the most spacious compact hatchbacks you can buy. However, with so many tough rivals to take on

in the class, Honda hasn't rested on its laurels, so as well as launching a new Type R (tested in Issue 1,376), the whole range has received some updates.

Chief among these is the introduction of Sport trim, which combines some of the Type R's drama with the low running costs of a less powerful engine. Here we try it with the advanced 1.6 i-DTEC diesel. Honda isn't the only brand to give its hatch

an upgrade, because Skoda has made tweaks to the Octavia, too. It's also powered by a 1.6-litre diesel, while SE Business spec should appeal to company car users – although it's equally attractive to private buyers, too.

Has Honda done enough to keep the Civic in the hunt for class honours, or will the Octavia keep it at bay? We put the pair head to head to find out...

Pictures: Pete Gibson Location: Keyston, Cambridgeshire







### Honda Civic

**Price:** £20,820

**Engine:** 1.6-litre 4cyl, 118bhp

**0-60mph:** 9.2 seconds

**Test economy:** 49.3mpg/10.8mpl

**CO<sub>2</sub>:** 98g/km

**Annual road tax:** £0

### Skoda Octavia

**Price:** £19,650

**Engine:** 1.6-litre 4cyl, 104bhp

**0-60mph:** 10.5 seconds

**Test economy:** 55.2mpg/12.1mpl

**CO<sub>2</sub>:** 99g/km

**Annual road tax:** £0





**MODEL TESTED:** Honda Civic 1.6 i-DTEC Sport

**PRICE:** £20,820 **ENGINE:** 1.6-litre 4cyl, 118bhp

**AE** THE ninth-generation Civic was introduced in 2011, and it's the fourth model to be built at Honda's plant in Swindon, Wiltshire. For 2015, the car's been given an update, with cleaner engines and a revised range, which features the new Sport trim tested here. Power comes from a 1.8-litre i-VTEC petrol or 1.6 i-DTEC diesel – as the larger 2.2 i-DTEC is no longer available. We test the £20,820 1.6 i-DTEC.

## Styling 3.7/5

If you're in the market for a compact hatch, it's likely that the Civic's design will have either drawn you in or put you off. It doesn't look like any other car in the class, thanks to its bulbous body, short bonnet and rounded rear end. The ninth-generation model is an evolution of the car that came before it, although for some, the toned-down lines aren't quite as appealing as the out-there looks of its predecessor.

Up front, the previous Civic's light bar makes way for a gloss black bumper and grille, while LED running lights were added as part of the 2015 update. These pick out the lower edge of the headlamp units and, unless you're a Civic aficionado, are about the only noticeable change to the exterior. The Sport has a more aggressive look, with gloss black 17-inch alloy wheels, a body-coloured tailgate, black diffuser-style bumper design and smoked tail-light lenses.

Overall, the Sport's design has hints of the faster Type R's, but the black arch trim makes the wheels look lost, and overall it's far more understated than its hot hatch cousin. One particular highlight was our car's Sporty Blue metallic paint, which certainly helped the Civic stand out next to the silver Skoda.

Climb inside, and the Honda's split-level dash looks like a spacecraft's flight deck when compared to the Octavia's orthodox layout. The upper display contains the digital speedometer and trip computer, while underneath is a trio of dials in a conventional instrument pod. The multifunction steering wheel is used to navigate through the trip computer, although it's a bit tricky to operate and the graphics look old.

In addition, there's a multimedia touchscreen on the centre console, while below that are the climate controls. These are quite button-heavy, yet they're surprisingly straightforward to use. Unfortunately, the multimedia system looks like an aftermarket add-on that's not as well integrated as the Skoda's touchscreen. Overall, though, the cabin seems well constructed, and the solid switches and rotary dials feel like they're built to last – even if the abundance of black plastic and fabric trim makes it all feel a little claustrophobic.

## Driving 3.8/5

HONDA'S relatively new to diesel design – the 1.6 i-DTEC is only its second venture in the field – but the brand's already gained a strong reputation for smooth and refined units. While our figures had the Civic and Octavia virtually level-pegging for noise, the Honda's engine felt smoother through the revs and sent less vibration into the cabin – especially via the gearlever.

It's powerful, too. With 118bhp on tap, the 1.6 i-DTEC is 14bhp up on the Skoda's 1.6 TDI, while its 300Nm torque figure is also 50Nm ahead. Add in a crisp gearshift and a six-speed box with closer ratios than in the five-speed Octavia, and the Civic proved faster. Honda claims a 0-62mph time of 10.5 seconds, although we managed 0-60mph in 9.2 seconds, while in-gear response was strong, too. Braking

## Testers' notes

"The Honda Civic is a bit of an unsung hero in the compact hatchback market. There's nothing particularly wrong with it, it's just that there are other models available which are even better. The chassis makes for a safe rather than involving driving experience, which is a shame, because we'd hoped some of the Type R's DNA would've rubbed off on the Sport. And while the boot is big and practical, the Octavia's is even more useful."



**James Disdale** Road test editor

was another positive, with the Civic coming to a halt in a shorter distance than the Octavia.

However, while the Honda was impressive in a straight line, it's not so good through corners. It's vice-free, but it doesn't feel as alert or responsive as the Skoda. Grip is plentiful and the Sport's stiff suspension helps to combat body roll, yet there isn't much feedback through the wheel and the car feels heavy in bends.

That's a shame, because even though the suspension is stiffer, the Civic Sport has decent damping. This means that while the ride is on the firm side, big bumps don't send shakes through the cabin, plus it's actually quite comfortable at motorway speeds.

In town, the firm ride can be a bit tiring, while the Civic's design means the rear screen is bisected by the spoiler. What's more, the rear wiper clears the upper section even though most of the time it's the lower section you'll be looking through.

## Ownership 4.2/5

HONDA has a strong reputation for building reliable cars, and the Civic is unlikely to let you down. In our Driver Power 2015 satisfaction survey, it placed 41st out of 200 cars, although the Octavia was higher still. Owners rated the Honda's practicality and running costs, and also praised reliability, although again the Skoda earned a slightly better score in that category.

The Civic earned a five-star Euro NCAP crash test rating in 2012, but if you want collision warning, blind spot monitoring, lane departure warning and traffic sign recognition, you have to fork out £600 for the Driver Assistance Safety Pack. However, the Octavia doesn't offer a similar pack, and adding collision warning and lane departure alone costs £700.

## Running costs 3.8/5

ONE stumbling block for the Honda is its high list price. The 1.6 diesel Sport costs £20,820, which is £1,870 more than the Octavia SE Business. The pair's standard kit lists are similar, although you have to add another £610 to match the Skoda's sat-nav – further widening the gap between the two cars.

Everyday running costs are a mixed bag. Business users will face higher tax costs, yet private buyers needn't pay road tax at all, thanks to the Civic's 98g/km CO<sub>2</sub> emissions. Test economy of 49.3mpg was reasonable, but the Octavia's 55.2mpg was better still, despite the Honda's higher claimed figure.

The £500 five-year service pack is better value than Skoda's three-year scheme, but Civic owners will lose more money than Skoda buyers after three years thanks to the Honda's lower residual figure of 43.3 per cent.



## Styling

NEAT black and chrome trim gives six-speed gearlever an upmarket look, while gloss-black finish for alloys and diffuser-style rear bumper make Sport stand out from lesser models



# Honda Civic







C



**CO<sub>2</sub>/tax**  
98g/km  
£0 or 17%



**Practicality**  
Boot (seats up/down)  
477/1,378 litres



**Performance**  
0-60/30-70mph  
9.2/4.0 seconds



**Braking**  
70-0/60-0/30-0mph  
50.5/32.4/9.4m



**Running costs**  
49.3mpg (on test)  
£60 fill-up



## Cabin

SPLIT-level dash is less orthodox than Octavia's. Boot is versatile and rear seats comfortable, although narrow back doors limit accessibility

## Practicality 4.2/5

OPEN the wide tailgate, and you're greeted by a large, square-shaped 477-litre boot, although the Octavia's capacity is bigger still, at 590 litres. Underneath the false floor is a carpeted well, but there's no preparation for it to accommodate a spare wheel.

The Honda's back seats are a doddle to fold and make for a completely flat load area, while the bases flip up to create a second luggage bay where the back chairs would be. However, while this is a handy touch, the narrow back doors make access a bit tricky.

It's the same story for passengers climbing aboard, and unlike the Octavia, there are no rear air vents. Cabin storage is good, though, with decent door bins, a big glovebox and a large armrest cubby, too.

### Testers' notes

"Civic's split-level dash and array of buttons take a bit of getting used to, but what's really frustrating is changing the trip display. Instead of using one button to cycle through, you must navigate several sub-menus."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** Skoda Octavia 1.6 TDI SE Business

**PRICE:** £19,650 **ENGINE:** 1.6-litre 4cyl, 104bhp

**AE** THE Skoda Octavia has been on sale since the start of 2013, and during that time it's been a consistent front-runner in our road tests. There are 1.2, 1.4, 1.8 and 2.0-litre TSI petrol turbos, or 1.6 and 2.0 TDI diesels on offer in seven different trim levels.

Here we test the company car-friendly SE Business model with 1.6 TDI diesel power. The car in our pictures, and the one we figured, is the older 104bhp five-speed manual, but if you order your Octavia now, you'll get the new 108bhp engine with six-speed gearbox, which is due in showrooms in September.

## Styling 3.8/5

THE Octavia isn't going to win any beauty contests, but where the Civic is outlandish and space-age, the Skoda's upright lines and straight edges are handsome and defined in comparison. The nose features a rectangular grille and headlights, while the grille under the bumper stretches the full width of the front end. This makes the Octavia look wide and low when compared to the Civic.

From the side, the Skoda is longer and lower than the Honda, while the rear windscreen's shallow angle and the lengthy rear overhang are virtually saloon-like in comparison. As standard, the Octavia doesn't look as racy as the Civic Sport, but our car featured the £570 Sport style pack. This adds black stripes to the bottom of the doors and bootlid, a subtle tailgate lip spoiler and gloss-black mirror housings. Combine this pack with our test car's £650 17-inch alloy wheels, and the Octavia certainly looks a bit racier – although there's a bit of an aftermarket feel to the body stripes.

Inside, the Skoda is far more restrained and sensible than the Civic, with a conventional dashboard and centre console layout. The dash features a lot of dark grey plastic, and some of it has a hard finish, but the silver trim around the gearlever, plus the gloss black trim on the centre console and steering wheel, both give the cabin a lift. This means it doesn't feel like a dreary place in which to spend time. The white-on-black dials and trip computer are simple to read, while the standard-fit touchscreen sat-nav is a breeze to use, with a logical layout and straightforward controls allowing you to input destinations with ease.

Elsewhere, there's dark grey cloth upholstery and more dark grey plastic throughout. However, this is countered by a light grey roof lining, which helps the Octavia's cabin feel more spacious than the Civic's interior. Overall, the Skoda is functional compared to the Honda, but it's arguably all the better for it, while build quality is excellent.

## Driving 4.1/5

FIRE up the Octavia's 1.6 TDI diesel, and while it's on a par with the Civic's engine for the amount of noise it makes, it feels rougher at idle. However, it soon smooths out once you're up to speed, and with minimal wind and tyre noise, the Skoda is an excellent motorway cruiser.

Our performance figures are for the older 1.6 TDI with a five-speed transmission – and thanks to its longer gearing, it proved to be slower than its competitor here. A 0-60mph time of 10.5 seconds is nothing to write home about, but that was three-tenths quicker than Skoda's claimed time. The newer 108bhp model has a faster claimed time than that, at 10.6 seconds, so it's likely to dip

### Testers' notes

"The Octavia is just about all the family car you'll ever need, thanks to its spacious cabin, big boot and efficient diesel engine. Constant updates in the hatchback market mean that the 104bhp 1.6 TDI seen in our pictures is no longer available, but the 108bhp model should be an even better proposition, as it offers the same economy and emissions figures, but is smoother and more refined."



**James Disdale** Road test editor

below the 10-second barrier from 0-60mph in the real world. Regardless of the bald figures, the 1.6 TDI feels punchy on the road, and even with the five-speed gearbox there's enough torque that you'll need to downshift only at high speeds.

Where the Octavia really steals a march over the Civic is with the way it drives. While the Honda has the look of a racy hatch, it's actually the Skoda that's more engaging from behind the wheel. It's over 70kg lighter than the Civic Sport, so it feels more agile in corners, while there's decent feedback through the steering wheel and plenty of grip. The car changes direction quickly, and although the stability control can't be turned off, it cuts in progressively to let you explore the car's limits.

One downside of this engaging set-up is that the suspension is on the firm side and not quite as settled as the Honda's – but it's only a minor niggle that's more than offset by the sharp handling.

## Ownership 4.2/5

SKODA has a strong reputation not only for building reliable cars, but also for offering a first-class dealer experience. The brand placed third overall in our Driver Power 2015 satisfaction survey, while the Octavia itself came 11th in our top 200 cars rundown – 30 places higher than the Civic. Its dealers finished fifth in our most recent poll, too – only two spots behind Honda's.

The Octavia has a five-star Euro NCAP rating, and its percentage scores for adult and child protection are slightly ahead of the Civic's. Standard safety kit on the Skoda includes tiredness recognition and seven airbags, but adaptive cruise and blind spot recognition are costly options.

## Running costs 4.2/5

AT £19,650, the Octavia SE Business is a substantial £1,170 less than the Civic Sport, while standard kit includes sat-nav – it's £610 extra on the Honda. There's a lot more scope for adding options, too, with assorted safety and driver assists, upgraded stereo and nav options, plus extras for the boot.

We returned 55.2mpg, which was ahead of the Civic, while the 108bhp Octavia has identical economy and emissions figures to the 104bhp car tested. Lower-rate taxpayers face bills of around £40 a year less than for the Civic Sport, while private buyers will benefit from stronger residuals that see the Skoda worth slightly more than the Honda after three years. The only big blot on the Octavia's copybook is Skoda's three-year pre-pay service deal, at £479 – only £21 less than Honda's five-year package.



# Skoda Oct



## Practicality 4.4/5

THE Octavia has a clear advantage over the Civic for boot space, with 590 litres on offer with the seats in place. Fold them using the boot-mounted levers, and there's 1,580 litres available, although there is a step in the floor. One neat option is a fold-flat front passenger seat for £115, which allows you to carry extra-long items.

Back-seat space is far better than in the Civic, with a lot more legroom and extra shoulder space, and the twin air vents boost comfort, too. Up front, there's a wide range of steering wheel and seat adjustment to get comfortable, while the Octavia also features a large glovebox, deep door bins and decent centre console storage.



**CO<sub>2</sub>/tax**99g/km  
E0 or 17%**Practicality**Boot (seats up/down)  
590/1,580 litres**Performance**0-60/30-70mph  
10.5/10.3 seconds**Braking**70-0/60-0/30-0mph  
51.6/36.6/10.2m**Running costs**55.2mpg (on test)  
£60 fill-up

## HEAD TO HEAD

### Access

THE Octavia is nearly 30cm longer than the Civic, but most of the extra length is added behind the rear axle, as there's only 5cm difference in wheelbase between the two.

However, it's clear that Honda has sacrificed the size of the back doors in pursuit of sporty styling, as they make access to the rear seats harder.



### Eco modes

BOTH cars feature fuel-efficient driving modes. The Skoda can be switched between Eco, Comfort and Sport modes, while the Honda has a dedicated green button (below). It alters throttle response and illuminates the dash with blue light when you're easy on the throttle.



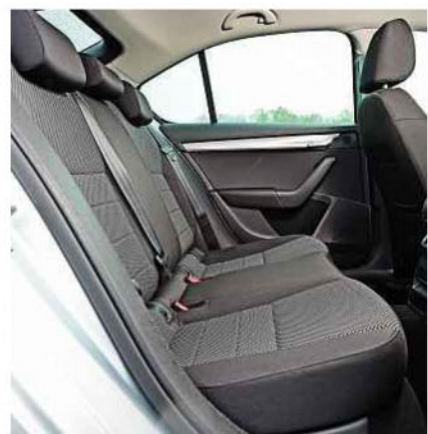
### Boot space

THE Honda's 477-litre boot has extra space under the false floor, which you can remove to load taller items under the parcel shelf. In the Octavia, the seatbacks are a long reach away, so Skoda's added folding levers near the boot opening.

# avia

### Design

SKODA'S somewhat staid compared with more racy, outlandish Honda, but still handsome and almost saloon-like in profile. Sport pack adds black stripes, subtle tailgate lip spoiler and gloss black mirrors



### Inside

AGAIN, cabin is more conventional than Civic's, but it's well built and equipped. Boot and back-seat space triumph over Honda's. Optional 17-inch alloys cost £650



### Testers' notes

"I'm not sure the Sport styling pack really adds anything to the Octavia's looks. If you wanted a sporty hatch, you'd look elsewhere. I'd put the £570 towards autonomous emergency braking and a space-saver spare."



**Sean Carson** Senior road tester





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# Figures

**Skoda Octavia**  
1.6 TDI SE Business



**Honda Civic**  
1.6 i-DTEC Sport



|                                      |                          |  |                         |  |
|--------------------------------------|--------------------------|--|-------------------------|--|
| On the road price/total as tested    | £19,650/£23,500          | <b>RESIDUALS</b><br>DESPITE its lower list price, Octavia will be worth slightly more than Civic after three years.  | £20,820/£21,955         | <b>SERVICE PACK</b><br>HONDA'S fixed-price deal is £21 more than Skoda's, but it's better value because it covers five years instead of three.                               |
| Residual value (after 3yrs/36,000)   | <b>£9,019/45.9%</b>      |  | £9,015/43.3%            |  |
| Depreciation                         | £10,631                  |  | £11,805                 |  |
| Annual tax liability std/higher rate | £666/£1,333              |  | £706/£1,412             |  |
| Annual fuel cost (12k/20k miles)     | £1,192/£1,986            |  | £1,334/£2,224           |  |
| Ins. group/quote/road tax band/cost  | 14/£327/A/£0             | <b>SPARE WHEEL</b><br>YOU get a repair kit as standard, but a space-saver spare is £100. At least you get a spare as an option – it isn't offered on the Civic.            | 15/£300/A/£0            | <b>WARRANTY</b><br>WHILE three-year cover is pretty standard, 90,000-mile mileage limit is longer than for most rivals' cover.   |
| Servicing costs                      | £479 (3yrs)              |  | <b>£500 (5yrs)</b>      |  |
| Length/wheelbase                     | 4,659/2,686mm            |  | 4,370/2,595mm           |  |
| Height/width                         | 1,461/1,814mm            |  | 1,470/1,770mm           |  |
| Engine                               | 4cyl in-line/1,598cc     |  | 4cyl in-line/1,597cc    |  |
| Peak power/revs                      | 104/3,200 bhp/rpm        | <b>ACCELERATION</b><br>FIGURES are for a 104bhp car: order a 1.6 TDI Octavia now, and you'll get a 108bhp unit, which will boost acceleration across the board.            | 118/4,000 bhp/rpm       | <b>FEW OPTIONS</b><br>METALLIC paint and sat-nav are offered, while £600 Driver Assistance Safety Pack adds lane departure, blind spot detection, sign recognition and more. |
| Peak torque/revs                     | 250/1,500 Nm/rpm         |  | 300/2,000 Nm/rpm        |  |
| Transmission                         | 5-spd man/fwd            |  | 6-spd man/fwd           |  |
| Fuel tank capacity/spare wheel       | 50 litres/£100           |  | 50 litres/repair kit    |  |
| Boot capacity (seats up/down)        | 590/1,580 litres         |  | 477/1,378 litres        |  |
| Kerbweight/payload/towing weight     | 1,230/625/1,500kg        | <b>STANDARD KIT</b><br>THERE'S a bit more kit in the Skoda, and a lot more options, but as with the Honda this business-minded model can't be specified with leather trim. | 1,307/445/1,400kg       | <b>3yrs (90,000)/3yrs</b>  |
| Turning circle/drag coefficient      | 10.4 metres/0.29Cd       |  | 11.0 metres/N/A         |  |
| Basic warranty (miles)/recovery      | 3yrs (60,000)/3yrs       |  | Variable miles/196      |  |
| Service intervals/UK dealers         | Variable miles/135       |  | 18th/2nd*               |  |
| Driver Power manufacturer/dealer pos | 3rd/5th*                 |  | 94/83/69/5 (2012)       |  |
| Euro NCAP: Adult/child/ped./stars    | 93/86/66/5 (2013)        | <b>10.5/10.3 seconds</b>   | 9.2/8.9 seconds         | <b>4.0/5.9 seconds</b>   |
| 0-60/30-70mph                        | <b>10.5/10.3 seconds</b> |  | 4.0/5.9 seconds         |  |
| 30-50mph in 3rd/4th                  | 4.5/7.5 seconds          |  | 7.4/9.4 seconds         |  |
| 50-70mph in 5th/6th                  | 9.7 seconds/N/A          |  | 129mph/2,000rpm         |  |
| Top speed/rpm at 70mph               | 122mph/2,200rpm          |  | 50.5/32.4/9.4m          |  |
| Braking 70-0/60-0/30-0mph            | 51.6/36.6/10.2m          | <b>66/47/61/67dB</b>   | 67/48/63/69dB           | <b>68.9/80.7/76.3mpg</b>   |
| Noise outside/idle/30/70mph          | 66/47/61/67dB            |  | 49.3/10.8/54.2 miles    |  |
| Auto Express econ (mpg/mpl)/range    | 55.2/12.1/607 miles      |  | 15.2/17.8/16.8mpl       |  |
| Govt urban/extra-urban/combined      | 64.2/83.1/74.3mpg        |  | 154/98g/km/17%          |  |
| Govt urban/extra-urban/combined      | 14.1/18.3/16.3mpl        |  | Six/yes/yes/yes         |  |
| Actual/claimed CO2/tax bracket       | 137/99g/km/17%           | <b>Seven/yes/rear/£300</b>   | No/yes/yes              |  |
| Airbags/Isofix/park sensors/camera   | Seven/yes/rear/£300      |  | Yes/no/no               |  |
| Auto/stability/cruise control        | £1,250/yes/yes           |  | <b>£525/no/no</b>       |  |
| Climate control/leather/heated seats | Yes/no/ <b>£250</b>      |  | <b>£610/yes/yes/yes</b> |  |
| Met paint/xenon lights/keyless go    | <b>£535/£970/£400</b>    |  |                         |  |
| Sat-nav/USB/DAB radio/Bluetooth      | Yes/yes/yes/yes          |  |                         |  |

## Deals & discounts

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HEAD for your local Honda dealer, and you can get a £500 deposit contribution on the 1.6 i-DTEC Sport when you take out 5.9 per cent APR finance. The three-year deal sees you pay a £6,000 deposit and 36 monthly payments of £229 – although the terms are flexible, so you can change the size of the deposit and regular payments to suit your needs. If you're not fussed about driving the latest model, Honda is offering big discounts on its remaining 2014 model year Civics. Subject to availability, you could get up to £3,000 off, and the campaign runs until the end of September.

Skoda is touting an even more attractive deal on the Octavia. Take out a personal contract plan, and as well as a £500 deposit contribution, you can also benefit from zero per cent APR, plus you can tailor the plan to last from 18-42 months. However, the deposit contribution is only available if you go for the 42-month contract.

At the end of the term, you can simply hand the car back and walk away, exchange your Octavia for a brand-new model on similar terms or buy the car outright.

## Results

### SKODA

THE Octavia is still one of the best compact family hatchbacks on the market. It has a breadth of talent that's hard to beat, thanks to its spacious cabin, vast boot, engaging driving dynamics and low running costs. The 1.6 TDI isn't going to set the world on fire with its performance, but in everyday driving it's more than capable and only really struggles at high speeds.



## 1st

### HONDA

WHILE the Civic is a decent compact hatch, there are too many compromises to be made for it to secure victory here. Back-seat space isn't great, while the driving experience is a bit of a letdown when compared to the sharp and agile Skoda's. But the biggest stumbling block is price. If Honda could knock £1,000 off and throw in sat-nav for free, the car would be a lot more tempting.



## 2nd

### SEAT Leon 1.6 TDI SE Technology Pack

PRICE: £20,485 ENGINE: 1.6-litre 4cyl, 108bhp  
IF the Octavia doesn't look sporty enough for you, then the Leon is a great alternative. It uses the same TDI diesel, and while it's not as roomy, the Technology Pack adds sat-nav, DAB radio and excellent LED headlights.



### Hyundai i30 1.6 CRDi SE Nav

PRICE: £19,495 ENGINE: 1.6-litre 4cyl, 108bhp  
THE i30 has just been given a fresher look and cleaner engines. Emissions of 94g/km place it in the 16 per cent Benefit in Kind bracket, while a lower price and longer kit list make it more attractive than the Civic. Plus, Hyundai's five-year warranty backs it up.



## RIVALS

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# Our cars



**Darren Wilson**  
Darren\_Wilson@dennis.co.uk

**AE** THEY say you can't teach an old dog new tricks, but I was hoping to refute that theory while driving the latest addition to the Auto Express fleet, with a little help from driving expert Martyn Poole.

You see, one of our Suzuki Vitara's first jobs was to help me glean some 'risk-reducing' motoring advice, and a driver awareness training course proved to be an excellent way to go about it. Having only taken charge of the new crossover last month, I'm still getting to grips with it, but first impressions have been promising.

Style-wise, the car has taken some serious design cues from the Range Rover Evoque. The wraparound headlamps and chrome grille bear a passing resemblance to the British crossover, while its straight edges and smart alloys give it a chunky, purposeful look. However, the back isn't as successful, with its raised rear and ungainly lights.

The Vitara's off-road roots mean you get a high driving position, which provides an excellent view of the road ahead. It's also really comfortable in the front and rear, as there's plenty of space and the leather and suede-trimmed seats are supportive. The cabin also feels light and airy due to the double sunroof that lets plenty of light in, although the trade-off is limited headroom for six-footers in the back due to the space needed for the panels to retract.

## Equipment

The sunroof only comes as standard on this top-spec SZ5 model, but it's part of a long equipment list. As well as safety essentials, such as seven airbags and brake assist, you get sat-nav, DAB radio, a reversing camera, cruise control and more. Plus, many of these features come as standard across the range, which is even more impressive.

I've only really had the chance to test out the sat-nav and DAB radio so far, but I've been impressed with both. The nav took a while to get to grips with, but it looks great and has the touchscreen qualities of a smartphone. That means that you can pinch the screen to zoom in and out or drag the map to find your destination. Yet while it's undoubtedly good, it's not quite as responsive as a modern smartphone, so I tend to use the on-screen plus and minus buttons to adjust map size.

One issue I have with the interior is the cheap feel of some of the trim. While the Vitara is a budget model, the hard plastics make it feel like Suzuki has really scrimped.

Still, in everyday use, the SUV is a well thought out and family-friendly car. It's easy to load items into the boot, and there are no awkward lips or arches to catch bags on, while there's a hidden area under the floor, too.

When driving the Suzuki, you feel at home very quickly. The diesel sounds loud and brash, yet it's still responsive, with a broad spread of power and decent motorway refinement. The handling is a bit light at speed, but it's good fun on twisty roads.

Hopefully the course has given me the tools to get the most out of the Vitara over the coming months – I certainly noticed a difference driving home after my tuition.



# Suzuki Vitara

**FIRST REPORT** Rugged addition to fleet takes our man back to basics



**"In everyday use, the Vitara is a well thought out and family-friendly car"**







**CO<sub>2</sub>/tax**  
106g/km  
£20 or 19%



**Practicality**  
Boot (seats up/down)  
375/710 litres



**Running costs**  
70.6mpg (claimed)  
£56 fill-up



Derek Goad

**STYLING**

Exterior lines seem heavily influenced by Range Rover Evoque's styling. Dash layout is simple, yet cheap plastics are present

**DRIVING**

Vitara is decent to drive: easy to manoeuvre in the city, yet fun on twisting back roads. Parking sensors among standard kit

**BACK TO SCHOOL**

Driver awareness expert Martyn Poole tells our man Wilson how to read the road and avoid danger

**Driver awareness**

**DURING** Martyn's course, he revealed the worrying statistic that 75 per cent of the time, we drive under 'autopilot', where we react to traffic lights and road signs without really concentrating.

Martyn's skill is to improve driver awareness by teaching how to read the road, predict hazards and use your vehicle's position to influence the behaviour of other drivers. Some of his tips and advice were a revelation in common-sense.

For instance, many accidents occur at roundabouts. Martyn suggested that by braking steadily up to the junction, then holding back a few metres, you reduce the chance of a rear shunt due to constant brake light illumination. And should a shunt still happen, you won't get pushed into an oncoming lorry!

Martyn then made himself seem like Derren Brown, as he warned of an approaching bus on a narrow road long before it appeared. How did he know? He'd seen queues of people at previous bus stops, which told him that one must have been due. Simple, but genius!

Martyn Poole: [Driverguide@mpoole.co.uk](mailto:Driverguide@mpoole.co.uk)



**375-litre boot is roomy, with extra storage under lift-up floor**

**Second opinion**

"The Vitara isn't the prettiest car on the road, yet previous models haven't really set the world on fire with their styling, either. The SUV is more about function rather than form, and it's living up to that promise so far. As buyers are more likely to be pounding city streets than tackling rutted bridleways, the switch from permanent four-wheel drive to an optional system should help running costs, too."



**James Disdale** Road test editor

**Essentials****Suzuki Vitara 1.6 DDiS SZ5**

|                            |                        |
|----------------------------|------------------------|
| <b>On fleet since:</b>     | New arrival (June)     |
| <b>Price new:</b>          | £19,999                |
| <b>Engine:</b>             | 1.6-litre 4cyl, 118bhp |
| <b>CO<sub>2</sub>/tax:</b> | 106g/km/£20            |
| <b>Options:</b>            | None                   |
| <b>Insurance*:</b>         | Group: 17 Quote: £507  |
| <b>Mileage/mpg:</b>        | 3,929/44.5mpg          |
| <b>Any problems?</b>       | None so far            |

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** The massive sunroof is a big hit with Darren's family, especially on sunny summer days out, while the touchscreen sat-nav is really easy to use



**WE DON'T** It's early days, but some of the interior plastics feel a bit cheap. Plus, I'm not a big fan of having the central analogue clock between the air vents

**Verdict**

THE Vitara has lost some of the off-road character of its predecessor, but that's no bad thing, because it's fun to drive on the road and still hugely practical. Some of the cabin trim feels a bit cheap, but that goes with the territory when you buy a great-value crossover like this.







**James Batchelor**  
James.Batchelor@dennis.co.uk

**AE** EARTH to earth, ashes to ashes, dust to dust... it's time to say goodbye to our Audi TT. Knowing the car's probably going on to a better life with a more careful owner than me, I thought it was apt to crack open a bottle of champers and mark its departure.

While I've warmed to the car and admit to shedding the odd tear, it's true to say that the past seven months living with Audi's sleek coupé haven't been the easiest. My TT experience went well for the first few weeks, before a troublesome stop-start system, dodgy Virtual Cockpit and over-sensitive parking sensors caused not only the staff at an Audi dealer to scratch their heads in bewilderment, but also those at Audi's Milton Keynes HQ. The problems – and in particular, those with the stop-start – could never be fixed, so a replacement was drafted in by month two.

There have been no complaints since – in fact, the Audi has seriously impressed me. Previous TTs had style by the bucketload, but didn't convince keen drivers with dull handling. This third-generation one, though, rewrites the rulebook for how a TT drives – it's a proper sports car.

From the way it steers, turns and makes you feel, it's near the top of the class – and it still turns heads even if the evolutionary styling makes it look essentially the same car as the 1998 original. Couple this with an interior that, as far as I'm concerned, is the finest of any car this side of £100,000, and it moves the game on in such a dramatic way that it was named Best Coupé in our 2015 New Car Awards (Issue 1,377).

Fresh from that photoshoot, the day of reckoning was approaching. With only 24 hours to go before the man from Audi came to collect the keys, it was time to give the TT some TLC. A couple of weeks earlier, it'd been the victim of a brazen attack by someone's trolley in supermarket car park,



# Audi TT

**FINAL REPORT** It's time to say farewell to our award-winning coupé



Visit from paint wizard Chips Away saw all traces of damage removed



## NEED TO KNOW

We love the way Audi TT feels from behind the wheel, although cramped rear passengers may not enjoy the experience quite so much...

**"My attentions have turned to the Internet to find a TT of my own. I'm hooked on the model!"**

and there was only one company that I could trust to do a good job.

A call to Chips Away ([chipsaway.co.uk](http://chipsaway.co.uk)) resulted in technician Roger Catchpole arriving at my house to fix the unsightly dent and crease from the runaway trolley. As the damage was so close to the door edge, PDR (paintless dent removal) was quickly ruled out, with Roger advising he'd have to rub down the paintwork, fill the crease,

spray it and finish it off with lacquer.

Four hours later, the TT was showroom fresh – the repair was so highly professional, you wouldn't have known of the Audi's violent attack. It was ready to make the final 70-mile drive to the Auto Express office.

With the TT now gone, my attentions haven't turned to a replacement on our fleet, but instead to the Internet to find a TT of my own. I'm hooked on the model!

## Second opinion

"Previous-generation TTs have been so-so to drive, but the latest model has fantastic dynamics to back up its sharp looks. The lightweight chassis and responsive steering mean it feels alert and involving on even the most mundane drive."



**Dean Gibson**  
Deputy road test editor





Otis Clay

## Essentials

### Audi TT Coupé 2.0 TFSI quattro S line S tronic

**On fleet since:** December 2014

**Price new:** £35,410

**Engine:** 2.0-litre 4cyl, 227bhp

**CO<sub>2</sub>/tax:** 153g/km/£180

**Options:** Met. paint (£550), Nappa sports seats (£1,390), LEDs (£945), Comfort & Sound (£1,590), Tech pack with Audi Connect (£1,795), electric seats (£995), Phone Box (£325), 20in alloys (£850)

**Insurance\*:** Group: 38 Quote: £435

**Mileage/mpg:** 13,213/32.1mpg

**Any problems?** None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** Boot is a respectable 305 litres and grows to 712. Comfort & Sound package is a must, as it includes digital climate control in the air vents



**WE DON'T** 20-inch wheels look amazing and give the car real presence, but make the ride very hard. Choosing the £1,095 Magnetic dampers is a good idea



## Verdict

LIFE with the TT got off to a bad start, but despite this I've fallen for it and I'm very sad to see it go. I was also surprised at how good a sports car the Audi is – it's quick, handles well and looks great. It more than deserved its title of Best Coupé in the Auto Express New Car Awards.



## Fleetwatch



Generously sized 541-litre boot easily swallowed up drawers on trip to recycling centre

### Ford Mondeo

DEPUTY editor Graham Hope is finding the sheer size of the new Mondeo a little awkward on south-east London's congested roads, but it does have its compensations – chiefly excellent practicality. And the Ford came into its own when Graham had to break down two chests of drawers, and deliver them to his local recycling centre.

The first trip involved taking the drawers themselves, and they easily fitted into the 541-litre boot. At the same time, the carcass of one of the pieces of furniture was broken down and squeezed into the rear seats, even with two child seats fitted. The second carcass proved a bit more stubborn and had to be shifted intact – but again that was no problem for the Mondeo. All it involved was removing the child seats and then folding the rear seats down with a tug of a lever. That freed up 1,437 litres – and the carcass could easily be lifted in, then dumped. A handy gap between seat back and base for the Isofix points meant that the child seats were reinstalled in under a minute, too. Brilliant!



### Renault Twingo

WITH summer in full swing, it's becoming increasingly difficult to keep our Twingo's bright Crystal White metallic paint sparkling clean. The flat front end and upright windscreen are proving to be a magnet for midges, and after only a few hundred miles, we're reaching for the bucket and sponge to remove the dead bugs from our Renault's stylish nose.

Perhaps the insects are attracted by the dazzlingly bright LED daytime running lights, or maybe they just want a closer look at the city car's designer front end – but either way, they're proving rather hard to shift.

Otherwise, the Twingo is proving to be really easy to live with. The tight turning circle is a boon around town, where you can perform taxi-style U-turns in the road, while the built-in sat-nav and R-Link infotainment system give the cabin an upmarket edge. The electrically retractable roof is another desirable feature at this time of year – although with the thin fabric in place, it makes hands-free calls a bit trickier to hear at motorway speeds.

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**THIS WEEK'S  
HOT KIT**

## QUIET TRACK ROAR WITH EAR DEFENDERS

### NEW PRODUCT

#### Sanctuary by Marshall

Price: £159 Contact: 01908 870 001

<http://marshallsanctuary.com>

TRACK DAYS and motorsport events can get pretty noisy. So these Sanctuary ear defenders might be the answer for regulars keen to avoid developing hearing issues.

Produced by Marshall – a company which usually makes amplifiers – these defenders have been specifically designed to reduce only dangerous levels of sound, so you'll be able to enjoy the motorsport without missing out on any conversation. Voices are just as clear with them on, even against background noise, so there's no need to lift one side to hear.

The defenders are made from breathable British-sourced natural leather and are comfortable to wear, helping to justify the £159 price tag. An 'active' model will be on sale later this year, featuring microphones and buttons to give you electronic cut-out functionality. Check out our video review of the Sanctuary defenders on the Auto Express Facebook page.



Ear defenders only cut out dangerous noise levels, so you can carry on a conversation



**Cat  
DOW**

### Got a query?

Cat\_Dow@dennis.co.uk  
@AE\_Consumer



### Q When is Forza released?

MY grandson has asked for the new Xbox One Forza Motorsport game for his birthday on 4 August. When will it be released, and where can I get it?  
Stuart Andrews, E-mail

**A** UNFORTUNATELY, *Forza Motorsport* is not due to be released until 15 September. However, you can pre-order the game, so he'll be one of the first to receive it upon release. We found that [www.zavvi.com](http://www.zavvi.com) was offering it the cheapest at £37.99, and that also includes free shipping.

### Q App tracks car break-ins

MY car has been broken into twice and I'm wondering if there's a smartphone app that would detect damage and send an alert to my phone. If not, is there another solution?  
Gemma Elsfield, E-mail

**A** WE featured *CarLock* in Issue 1,323. This device plugs into your on-board diagnostics port (OBDP) and there's a companion app so you can track your car. It's easy to use and costs just over £100 including shipping, from [www.carlock.co.uk](http://www.carlock.co.uk). It should help to deter would-be thieves.

### Q Tyre upgrade dilemma

MY 2001 Mercedes has failed its MoT because of the tyre tread. I've been quoted a lower price for Hankook, but really fancied getting Continentals. Is the extra worth it?  
Andrew Brown, E-mail

**A** TYRES are an undervalued safety element to most drivers, but buying the best quality your wallet can afford is rarely a bad decision, so long as they fit. Hankooks are a good purchase, but Continental won our recent summer tyre test (Issue 1,375) for its ContiSport Contact 5, retaining its title from the previous test.



# KEEP DIRT AT BAY ON IN-CAR FABRICS

## FIRST TEST

### Muc-Off

Best price: £10 Rating: ★★★★★

Contact: 01202 307790, [www.muc-off.com](http://www.muc-off.com)

LEATHER interiors are good for those worried about messy pets or children, as you can simply wipe mess away. However, leather is normally a pricey option, so Muc-Off's Fabric Protect could be a good alternative.

The product is simple to use, clear and, once on the fabric, odourless. Special nano technology gives your fabric products an invisible coating, proofing them against sticky spills and mucky shoes.

We tested it on silk, carpet, leather and jersey cotton, applying the recommended three coats and leaving each to dry in between. It's advised you do this in a well ventilated area, so take your car out of the garage if you store it there.

The spray initially darkened the fabrics it was applied to, but as it evaporated, they lightened back to their original colour. It's worth testing in a discreet place nonetheless.

The results were surprisingly good. Honey, mud, water and chocolate cleaned up really easily, with melted chocolate being the toughest to remove. The substances beaded across the protected fabric areas, yet were absorbed on unprotected swatches.

We'll wait to see if this stands the test of time, but it's well worth spending £10 on.

**"Nano technology gives your fabrics an invisible coating, waterproofing them against sticky spills and mucky shoes"**



## news, deals & events



### Clubman inspires fashion collection

MINI has collaborated with six Italian fashion designers to create a gentleman's clothing collection as unconventional as the car brand itself. The young designers unveiled their creations at high-end fashion show Pitti Uomo in Florence.

The Clubman-inspired collection features summer pieces – shirts, shades, shoes (above) and shaving kit – while the hats, using premium materials, are particularly stylish.

### Mapping upgrade could reduce jams

NOKIA'S HERE mapping brand has created a new specification for the development of live in-car mapping. The new set-up helps to collect data from vehicles and analyse it quicker on the move.

HERE – which provides map services for four in every five cars – hopes car makers will use this specification to standardise live mapping across the industry.

The brand believes that "this will mean fewer accidents and much less time cars spend queuing in traffic".

### Ace Café plans Ford Anglia motor meet

FANS of the Ford Anglia should head to London on Saturday 18 July and celebrate the sixties in style.

The venue is the historic Ace Café just off the North Circular Road in Stonebridge, which hosts motor meets throughout the year. This time, it's the turn of the Anglia, of which more than 1.5 million were built before it was replaced by the Escort.

The event is from 11am to 4pm – and you might be able to persuade the kids to come if you mention it's the flying car from Harry Potter!

Know an event coming soon?  
Contact [Cat\\_Dow@dennis.co.uk](mailto:Cat_Dow@dennis.co.uk)

## NEW PRODUCT

### Casio Edifice Active Racing Line

Best price: £175 (Product no.: EFR-544RB-1AER)

Contact: [www.casioonline.co.uk](http://www.casioonline.co.uk)

CASIO has put a motorsport spin on its Edifice collection by teaming up with Formula One's Infiniti Red Bull Racing.

The Active Racing Line-themed Edifice integrates elegant engineering and a practical stopwatch. It also features stylish bronze ion-plated detailing, sporty scarlet and black finishing and a sophisticated stainless steel strap.

A scratch-resistant face prevents damage from bumps out on track, while the radio-controlled adjustment automatically displays the correct time wherever you are in the world. It's on sale now, but production is limited to 1,200 in the UK.



## GOOD TIME

F1-inspired watch blends Casio's engineering with Infiniti Red Bull Racing's style





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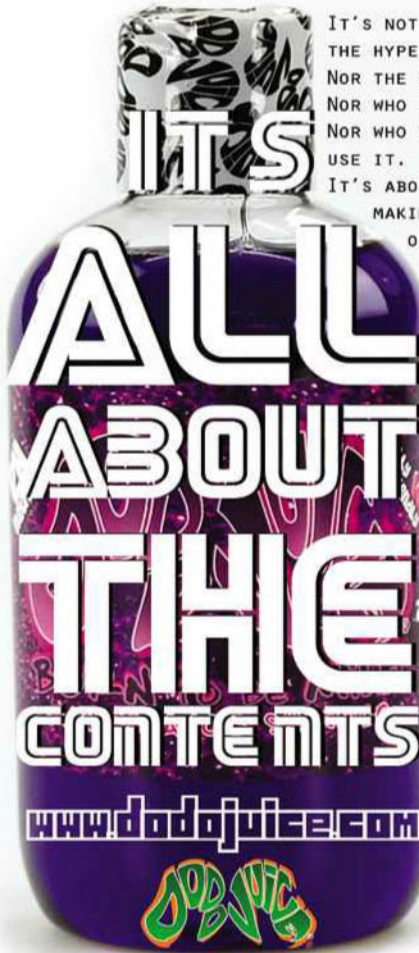
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# Mini test

## BUDGET OPTION

### Xtreme Alloy Repair

Best price: £9.99

Contact: [www.simply-brands.com](http://www.simply-brands.com)

THE Xtreme kit is compact, but it includes a sponge and lint remover needed to prepare the repair area. The primer filler, paint and lacquer applied like nail varnish, although the instruction to apply thinly was difficult due to the primer filler's thickness.

The paint colour went on quite dark yet dried to a lighter, almost matching silver. Disappointingly, the filler was so thick you couldn't see that some of the scratches hadn't filled sufficiently until the paint was applied.

This product is most appropriate for negligible scratches, as the application method meant the damage was still visible. Plus, frustratingly, the brush kept detaching from the bottle top.

Rating: ★★



PRICE £9.99

# DIY repairs for alloys that won't break bank

## AE Cat Dow

AT one time or another, most of us have nudged a kerb and damaged our alloy wheels. Replacement rims can be an expensive option, and employing a professional alloy repair service very much depends on the reputation and ability of the technician.

So, what about saving some money and having a go at home? Do-it-yourself alloy repair kits aren't widely available

and haven't got the best reputation, either. We decided to put a couple through their paces to see what they are capable of and why they vary so greatly in price.

Our test returned varying results, but with bags of time and a willingness to buy an expensive product, a professional-looking job can be achieved at home. The prices quoted were the best we could find from a number of online sources at the time of going to press.

**"With bags of time, a professional repair job is possible"**

## OUR FAVOURITE

### E-Tech Car Complete Alloy Wheel Repair Professional Kit

Best price: £24.99

Contact: [amazon.co.uk](http://amazon.co.uk)

THE E-Tech kit was much more expensive than the Xtreme, but the quality of the components, including spray can paint and lacquer, felt much higher as a result.

This kit uses putty rather than primer filler to build the repair area back up, and that produced more favourable results.

Preparation was key, and the masking tape included was vital to protect the tyre. The pack also contained better-quality sanding patches than the Xtreme.

The spray paint offered a professional finish to the repair, although it takes a lot of time and attention to sand the putty to a state where the repair is barely visible.

Rating: ★★★★★



PRICE £24.99

# books, apps & games

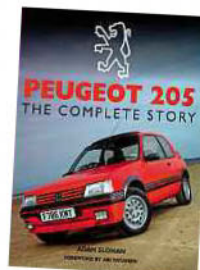


## Peugeot 205: The Complete Story

Adam Sloman (Crowood, [www.crowood.com](http://www.crowood.com))

Price: £25 (hardback) Rating: ★★★★★

ADAM Sloman takes us on an informative journey through the history of Peugeot to showcase how it capitalised on the UK's manufacturing issues of the eighties, notably the British Leyland troubles, to deliver the heralded 205 in 1983. This, of course, spawned the legendary GTi, and Sloman's detail and structure makes for an interesting read.

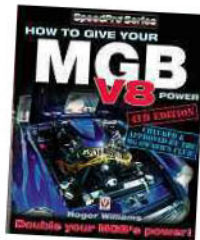


## How to Give Your MGB V8 Power

Roger Williams (Veloce, [www.velocebooks.com](http://www.velocebooks.com))

Price: £45 (hardback) Rating: ★★★★★

THIS guide to give any MGB owner's ride more roar will require a little bit of prior mechanical experience. Although not for absolute beginners, it is approved by the MG Owners' Club. The well paced instructions are clearly described and complete with helpful images. It focuses on keeping your MGB balanced with all that V8 power at the same time as maximising its pleasure and value.



## Downhill Riders

Available for: iOS, Android

Price: Free Rating: ★★★★★

DOWNHILL Riders is a free yet tricky gaming app that involves navigating obstacles in a variety of vehicles. It's addictive, but the sensitive controls and the incessant ads are frustrating. Plus, the obstacles change with each attempt, making it hard to find a rhythm.



# App of the week



## Pocket HiQ

Available for: iOS, Android

Price: Free Rating: ★★★★★

POCKET HiQ provides a tyre fitter finder service in a sleek, user-friendly app. There are also helpful tips on keeping your car and tyres in top condition. However, it only covers Goodyear Dunlop's HiQ network, so it's not an impartial or comprehensive list.





## Cleaning & Degreasing



auto-wash is a new technology, environmentally friendly, highly powerful shampoo, which also contains anti-corrosive properties. This shampoo boasts amazing dilution rates with just 5ml needed for a 5ltr bucket of water! We have won Best Car Wash multiple times from Auto Express, competing against 17 other highly rated car shampoos.

## Waxes & Polishes



double speed-wax is an easy to use paste wax for the protection of vehicle paint. The carnauba wax used provides a deep, glossy, water and detergent proof film. We recently won the Best Buy Car Wax 2015 award from Auto Express, beating 23 other branded waxes!

## Cleaning & Degreasing



A non-acid, non-alkaline wheel cleaner that very quickly and without having to brush, actively cleans wheels in over 90% of very severe cases. auto-wheel works in a completely different way compared to conventional acid based wheel cleaners. auto-wheel is 100% safe and very easy to use. We recently won Best Buy Wheel Cleaner 2015 from Auto Express, competing against 19 other wheel cleaners.



auto-wash  
£9.95



double speed-wax  
£14.95



auto-wheel  
£12.95

## Cleaning & Degreasing



If you have chapped hands or broken skin, reduce the risk by keeping your hands clean. Citrus contains tiny poly granules to cut through grime and clean hands without stripping natural oils from your skin. This hand wash employs a pleasant citrus odour. 9 other hand cleaners were tested when heavy duty CITRUS won!

## Clay Bars



auto-clay regular provides a method of removing harmful contamination from vehicle paint finishes, improving durability and increasing the gloss level of subsequent waxes. auto-clay regular easily removes overspray without damage to paint. It uses only water as a lubricant. It's won Best Clay Bar multiple times from Auto Express, beating 11 other highly rated claybars.

## Cleaning & Degreasing



A water based multi purpose degreaser with a performance which even exceeds solvent cleaners. Diluted 1/100 for light duty or neat for the most stubborn oily grime. It's easy to use and safe for virtually all automotive and domestic surfaces. Surfex HD is non-toxic and biodegradable. 11 other pressure washer shampoos were tested when surfex HD won!



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## Cavity Wax



This cavity wax dramatically outperforms well-known brands providing over 3 times the protection against corrosion. Dynax-S50 kills existing corrosion, prevents rust and ensures long-term protection. It creeps into seams and welded flanges, self-heals and is virtually odourless. Wax injection has never been faster, cleaner or more effective.

## Paints & Coatings



electrox is a unique zinc-rich coating that protects steel from corrosion by both barrier and electrical functionality. Coating steel with electrox produces a surface film containing over 90% metallic zinc. It protects chassis and areas exposed to severe conditions. Electroxx is even trusted with severe marine applications.

## Paints & Coatings



etchweld is a single pack high-performance self-etching primer, that provides amazing adhesion on steel or aluminium offering long lasting performance under all automotive paint types. Perfect primer for body shells and it also protects flanges and seams before assembly.



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electrox  
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## Waxes & Polishes



cleanser-polish is a superior award-winning resin based car polish - designed for professional detailing. Easy application, buffing and removal is guaranteed using the included microfibre cloth and applicator pad. We won Best Car Polish from Practical Classics magazine, competing against 7 other top polishes.

## Corrosion Treatments



Effectively neutralises and converts rust into an inert protective oxide, provides a stable barrier by virtue of our unique cross-linking polymer. hydrate 80 provides powerful protection to rusted steel surfaces, its electrochemical function stabilises existing corrosion by converting the iron oxides into a protective metal complex.

## Corrosion Treatments



Deox C is a crystalline which when dissolved in water it effortlessly de-rusts items to a perfectly clean, bare metal finish. Biodegradable and non-toxic too, so the solution can be used and disposed of safely. It requires little effort or skills to produce brilliant results.

1 kg of powder = 20ltrs of solution.



cleanser-polish  
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hydrate 80  
£14.95



deox C  
£14.95



## Bilt-Hamber Surfex HD

**Best price:** £16.95 **Size:** 5l  
**Contact:** 01277 658899,  
[www.bilthamber.com](http://www.bilthamber.com)



IT'S another test win for the Surfex HD, which is described as a degreaser rather than a shampoo. Not that it matters, as it can be used through a pressure washer and was matched only by Angelwax when it came to leaving a clean panel. Unlike conventional degreasers, it doesn't use any solvents and is biodegradable. It creates a decent foam which clung well to the panels and, usefully, it can be diluted for light cleaning jobs. A top all-rounder.

**Rating:** ★★★★★



## Angelwax Fastfoam

**Best price:** £8.95 **Size:** 1l  
**Contact:** 0141 886 6732,  
[www.angelwax.co.uk](http://www.angelwax.co.uk)



ANOTHER runner-up spot for Fastfoam, which claims to be a 'professional detailing snowfoam'. It certainly delivers a thick coating, even with our basic lance delivery system, and was one of the best at staying on the test panels. Instructions call for it to be left to work for 10 minutes before rinsing off, but our summer test reduced that as it dried quickly. Despite this, cleaning was only matched by our winner and Fastfoam can also be used diluted.

**Rating:** ★★★★★



## Ultimate Finish Ultimate Snow Foam

**Best price:** £13.95 **Size:** 5l  
**Contact:** 0333 800 8004,  
[www.theultimatefinish.co.uk](http://www.theultimatefinish.co.uk)

A RETURN to the podium for this former champion, boasting a new formula to create more foam. It worked well for us, providing a good coating that hung around on our vertical test panels. It loosened the dirt well, too, leaving only a small amount more than our top two. It can be diluted 3:1, but best results are achieved just as it comes. It's good for all paint finishes and will not strip away any applied wax or sealant.

**Rating:** ★★★★★



## Gtechniq W4 Citrus Foam

**Best price:** £13.99 **Size:** 1l

**Contact:** 01327 811015,  
[www.gtechniq.com](http://www.gtechniq.com)

GTECHNIQ impresses once again; but as we've found in recent tests, it's not a budget option. Even at its five-litre price of £34.94, the W4 Citrus Foam is still more expensive than rivals. Still, it can be diluted up to 1:400 through a foam lance or 1:25 through a pump sprayer. It's noticeably thicker than all rivals here and has a fruity aroma. Cling was also among the best, and it only gave best to our top two in the cleaning test. Plus, it leaves waxes and sealants intact.

**Rating:** ★★★★★



# PRESSURE WASHER SHAMPOO

Which of eight makes the easy way to wash your car even easier?

**PRODUCT GROUP TEST 15 | 7 | 2015**

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive.



## Simoniz Multi-Use Pressure Washer Fluid

**Best price:** £8.94 **Size:** 5l

**Contact:** 0161 866 4800,  
www.holtsauto.com

IT was close among the remaining shampoos, but Simoniz's product just crept ahead thanks to a good performance in the cleaning test. It was a step behind our top four, yet you could see where it had been working. It's quick, too, requiring just a minute's soak time before being rinsed off. The foam was not quite as thick as the best and ran off more easily, but it was there long enough to have an effect. Handily, it can also be used for work around the garden.

**Rating:** ★★ ★



## Halfords Pressure Washer Shampoo

**Best price:** £9.99 **Size:** 5l

**Contact:** 0845 762 6625,  
www.halfords.com

INSTRUCTIONS on how to use this cleaner from Halfords are limited, with no guide on how long it should be left to dwell. Even at our minimum minute, there was plenty of run-off through the relatively watery dispense of our lance attachment. It loosened some grime, but would have benefited from longer, more intense rinsing with the pressure washer than our test conditions allowed. Still, it can also be used on patios and driveways as well as cars.

**Rating:** ★★ ★



## Autoglym Pressure Wash

**Best price:** £14.49 **Size:** 5l

**Contact:** 01462 677766,  
www.autoglym.com

AFTER the minimalist instructions on the Halfords pack, the full set from Autoglym is welcome. It includes how Pressure Wash should be used with your cleaner, including dilution settings where it can be adjusted. It differs from its rivals here, as it recommended sponging or brushing after coating the whole vehicle. This shampoo certainly clings well, yet its foam isn't the thickest. In our test, it showed progress without sponging, but it's still a step behind the best.

**Rating:** ★★ ★



## Turtle Wax Essential Power wash and wax

**Best price:** £10.99 **Size:** 5l

**Contact:** 01695 716610,  
www.turtlexurope.com

IN much the same way as all of our three-star products here, Turtle Wax could have done with more time with the lance after leaving it to soak for one to two minutes. You could see where it had been, but the light rinsing meant progress was limited. It was the only one in the test to claim to add a shine, although we saw little extra beading on our test panel. Instructions are helpful and cover options for use with different pressure washer soap systems.

**Rating:** ★★ ★



**AE** Kim Adams

A PRESSURE washer can not only take the strain out of car cleaning, but also help reduce the risk of damaging paintwork. To make the most of your investment in a pressure washer, why not try a specialist shampoo to go with it? This product loosens grime to make it easier to blast away, leaving very little needing to be removed by a sponge.

It's easy on the arms and the paint, as the chances of picking up grit are small. The specialist soaps are designed to be used through the washer's detergent system or a lance to deliver a thick, snowy coating. So, which is the one to make your car sparkle this summer? We sprayed on eight to find out.

## How we tested them

THE key factor in this test was how well the shampoos loosened the grime on our filthy test car. We sprayed each product on to a marked-off section using a lance soap dispenser and allowed it to work for however long the instructions required.

The panel was then rinsed with the lance from the same distance and for the same duration. Once dried, the progress was assessed. We also took the thickness of the foam into account, plus how well it clung to the vertical panels. The final consideration was price, taken from various sources as we went to press.

## The pressure washer we'd choose to use...

### Vax Power 3 VPW4B

**Best price:** £129.99

**Contact:** 0330 026 8455, www.vax.co.uk

THIS is a lightly refreshed version of our 2014 test winner, but the essentials are still there. Top of the list is the punchy 2,500W pump combined with a usefully long 10-metre hose, which should make washing even large cars and 4x4s without moving the washer possible. The storage could be easier to use, yet you get a lot of washer for your money – particularly with Argos' current £129.99 offer.

**Rating:** ★★★★★



**Auto Express**

## Verdict

WHILE our top shampoos made impressive progress on our test car, it's worth noting that you can't get rid of your mitt or sponge just yet, as the final film has to be removed by hand. The two leaving the least grime were Bilt-Hamber's Surfex HD and Angelwax Fastfoam, with the slightly more cost-effective Surfex just hanging on to its crown. Completing the podium line-up is Ultimate Finish's Ultimate Snow Foam.

1. Bilt-Hamber Surfex HD
2. Angelwax Fastfoam
3. Ultimate Finish Ultimate Snow Foam



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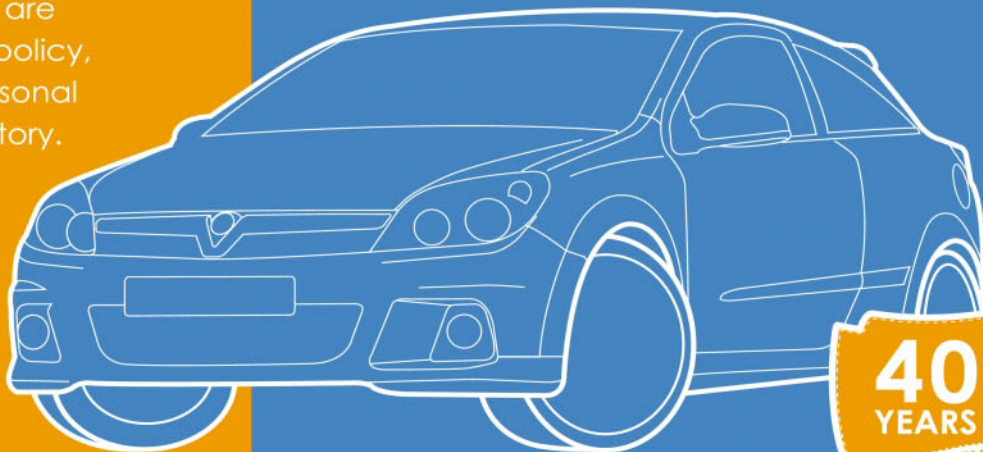
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## Subaru Outback Mk1

**YOU TELL US...** 4WD estate is very practical, but costly to run

**57<sup>th</sup>  
PLACE**

### 2015 Results Outback Factfile

**Years:** 2012 to 2015 **CO<sub>2</sub>:** 145g/km

**Fuel economy:** 50.4mpg (2.0 SE AWD)

**Best features:** Heated seats, cruise control, sat-nav, Bluetooth, xenon lights, electric glass sunroof

**Prices:** From £12,450

**OVERALL SCORE**

**89.09%**

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

|                 |     |     |     |    |   |     |
|-----------------|-----|-----|-----|----|---|-----|
|                 | 200 | 150 | 100 | 50 | 1 |     |
| RELIABILITY     |     |     |     |    |   | 13  |
| BUILD QUALITY   |     |     |     |    |   | 33  |
| RUNNING COSTS   |     |     |     |    |   | 137 |
| PERFORMANCE     |     |     |     |    |   | 49  |
| ROAD HANDLING   |     |     |     |    |   | 20  |
| RIDE QUALITY    |     |     |     |    |   | 26  |
| EASE OF DRIVING |     |     |     |    |   | 66  |
| SEAT COMFORT    |     |     |     |    |   | 39  |
| PRACTICALITY    |     |     |     |    |   | 1   |
| IN-CAR TECH     |     |     |     |    |   | 152 |

#### GOOD

"GOOD handling in all conditions. Plus, it's comfortable and offers good all-round visibility."

"I love the option to put the car into manual (shift paddle) transmission when it's necessary."

"The fuel economy is very close to the official figures. A joy to drive."

"The Outback is spacious and feels very comfortable."

"It comes with plenty of top-quality gadgets."

"A fun car to drive and really good in the ice and snow. I've not been beaten by the weather just yet."

#### NOT SO GOOD

"THE gearing takes some time to get used to. I'm disappointed to find that I cannot drive the car at 30mph in fifth gear."

"Poor headlight levelling design catches salt, dirt and water very easily."

"After four years, the driver's seat sags and the door seal has come loose."

"Taking it to the Subaru service agents is costly."

"There are occasional warning lights on the dash for no apparent reason."

"The dual-mass flywheel sometimes sounds a little worn while driving."



**How do you rate your car?**  
**Tell us what you think**  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



**Martin  
Saarinen**

**Got any car queries?**

[Martin\\_Saarinen@dennis.co.uk](mailto:Martin_Saarinen@dennis.co.uk)  
@AE\_Consumer

### Q Delayed delivery for X3

I ORDERED a BMW X3 in September 2014 and was told it'd be delivered in February 2015. In January, I was informed that it was delayed until mid-June. What's happened?  
**Dave Fairbairn, E-mail**

**A** BMW told us that the delays are based on high global demand for the X3. This has prolonged the waiting time to seven months for most customers. If you are concerned, you should get in contact directly with details of the vehicle and your order will be checked.

### Q RCZ seats are rocking

MY Peugeot RCZ is just out of warranty and the driver's seat is rocking. Peugeot issued a Technical Service Bulletin (TSB) but only paid for 80 per cent of the parts. Is this fair?  
**Jason Bishop, E-mail**

**A** THE offer from Peugeot is pretty good considering the car is out of warranty, but it's clear that the problem falls under a TSB. So we're surprised Peugeot isn't going to foot the whole bill for the parts. It's worth trying to negotiate for even more.

### Q Indicator woe on Fiat Bravo

THE indicators on my 1.6 Fiat Bravo Multijet aren't loud enough. I've forgotten to cancel them a couple of times, and this is dangerous to other road users. What can I do about it?  
**Jenny Hubbard, E-mail**

**A** A FEW Fiat drivers have voiced similar concerns. One option is to install an indicator audible warning device. This will sound an alarm when the indicator has been left on for too long. You can talk to your dealer about getting one of these systems fitted.

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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## NEED TO KNOW

All Mondeos have power-steering, which can be unreliable. Problems usually stem from blockages in the filter.

## NEED TO KNOW

Make sure you can live with the Mondeo's bulk; it's bigger than you might think, so it needs a large garage.

# BUYER'S GUIDE: Ford Mondeo

**FROM £2,000** Previous-generation family favourite is exceptional value used



Richard Dredge

AS car buyers rush to downsize or move into compact SUVs, large family vehicles such as the Ford Mondeo are increasingly left out in the cold. Which is a shame, because we rather like this great-value range of saloons, estates and hatchbacks from the UK's biggest-selling car maker.

The Mondeo is simple to recommend, because while it doesn't have a glamorous image, it's easy to live with on a day-to-day basis. It's spacious, well equipped, solidly built and great to drive, and thanks to that 'everyman' image it suffers from hefty depreciation – making it even easier to endorse as a used buy.

## History

THE third-generation Mondeo debuted in February 2007, with 1.6, 2.0, 2.3 or 2.5-litre petrol engines, along with 1.8 or 2.0 TDCi turbodiesels. There were four-door saloon, five-door hatch or five-door estate bodies, with Edge, Zetec, Ghia or Titanium X trims. In August 2007 a Titanium level was added,

then in March 2008 the 139g/km 1.8 TDCi ECONetic and diesel range-topping 2.2 TDCi arrived. Two months later, a new top-spec trim was unveiled, the Titanium X Sport.

A September 2010 facelift brought a fresh nose, higher-quality cabin, extra kit and a 1.6 EcoBoost petrol engine, and the ECONetic's CO<sub>2</sub> emissions were cut to 115g/km. More efficient units arrived in May 2011, then 2.0 TDCi emissions were cut again from April 2013.

## Which one?

**SALOONS** are rare, while hatches outnumber estates by three to one. We'd be inclined to buy a turbo, especially if it's a diesel (1.6, 1.8, 2.0 or 2.2), as the normally aspirated petrol engines don't feel all that perky.

The entry-level Edge comes with air-con, Bluetooth, cruise control, electric front windows and a heated windscreen. The Zetec features dual-zone climate control, alloy wheels, electric rear windows and a height-adjustable driver's seat.

Automatic lights and wipers are added to the Ghia, plus electrically adjustable folding

and heated mirrors, while the Titanium has sports front seats and extra cabin lighting. Titanium X trim brings adaptive lights, 18-inch alloys, front and rear parking sensors, heated seats, plus Alcantara and leather trim.

## Alternatives

THE sector may be shrinking but the Mondeo isn't short of rivals. The great-value Vauxhall Insignia is plentiful, cheap, well equipped and generally reliable, but not as engaging to drive. The Skoda Octavia is a superb all-rounder thanks to its reliability, practicality and dynamics, yet values are high.

Mazda's 6 is dependable, spacious and dynamically excellent, plus distinctive. Another superb all-rounder is VW's Passat, but values are much higher, there's no hatch option and, while quality is superb, it isn't as accomplished on the road. Also think

about Honda's Accord, which is smart and reliable – but there are saloon and estate options only, and not much engine choice.

## Verdict

IT may not carry a premium badge but the Mondeo's picked up a raft of awards, such as our Car of the Year in 2007 and the Caravan Club's Tow Car of the Year in 2008.

In 2007, we said: "The Mondeo delivers effortlessly, performing with aplomb everywhere. It steers beautifully, rides with a composure and smoothness that's absent from even the best German execs, handles tautly and has a great engine range. It's also vast inside, beats rivals for quality, is clearly laid out, and has comfort levels to take the sting out of everyday driving." That's all still true – and with prices starting at just £2,000, the Mondeo's even more appealing.

**“‘Everyman’ image means huge depreciation – making it even easier to endorse as a used buy”**





## NEED TO KNOW

The 2.0 TDCi engine is good, but the 2.2-litre unit is smoother, more torquey and not significantly thirstier.



Thanks to TC Harrison in Derby for the loan of the Mondeo in our pictures  
**Contact 01332 633633**  
[www.tch.co.uk](http://www.tch.co.uk)

### Windows

THE windows can open by themselves when the car has been left locked for a while, but there's no way of testing for this fault.



John Colley

### Air-con

THE air-conditioning condenser can fail prematurely on early cars; many have been replaced under warranty by now, but check it anyway.



### Interior

SOME of the interior fittings are proving to be fragile, especially cubby-hole lids. Operating icons can also wear off the stereo buttons.



### Central locking

REMOTE central locking fobs can be temperamental, so make sure you lock and unlock the car several times to see if it works intermittently.



### Performance

0-60mph/top speed  
9.5 seconds/130mph



### Running costs

47-62mpg (2.0 TDCi 140)  
£84 fill-up



### CO<sub>2</sub>/tax

119-156g/km  
£130-£180



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

### OUR VIEW

IN view of the Mondeo's advancing years, an overall placing of 140th in the 2015 Driver Power survey should come as no surprise. Its best placing was 37th for practicality, but the only other top 100 score was 96th for handling. Reliability, ease of driving and build quality were the low spots.

### YOUR VIEW

SIMON Hall from Ludlow in Shropshire bought his 2010 Mondeo 1.8 TDCi hatchback second-hand. He says: "The value is astonishing, as there's space, equipment, comfort and economy for relatively little cash. The Mondeo feels nice to drive, and with 130,000 miles on the clock my car is proving very reliable, too."



### Interior

THE spacious cabin is a Mondeo strong point, with plenty of room for four, and even five if they're not too big. Refinement is superb, quality good and the dash intuitive to use. The hatch's 528-litre boot is huge; this jumps to 1,448 litres with the seats folded, while the estate can stow up to 1,733.

### Contacts

Official  
[www.ford.co.uk](http://www.ford.co.uk)

Forums

[www.fordmondeoownersclub.co.uk](http://www.fordmondeoownersclub.co.uk)  
[www.fordownersclub.com](http://www.fordownersclub.com)

## How much?

|                           | 64<br>2014 | 62<br>2013 | 60<br>2011 | 58<br>2009 | 56<br>2007 |
|---------------------------|------------|------------|------------|------------|------------|
| Model                     |            |            |            |            |            |
| 1.6 120 Edge              | N/A        | £9,175     | £6,650     | £4,500     | £3,350     |
| 2.0 Zetec                 | N/A        | N/A        | £6,995     | £4,875     | £3,575     |
| 1.6 TDCi Titanium         | £19,195    | £11,750    | £8,450     | N/A        | N/A        |
| 1.8 TDCi Ghia             | N/A        | N/A        | £6,895     | £5,750     | £4,325     |
| 2.0 TDCi 140 Edge         | £14,895    | £10,450    | £7,650     | £5,395     | £3,995     |
| 2.0 TDCi 160 Tit. X Sport | £18,695    | £14,195    | £10,250    | N/A        | N/A        |
| 2.2 TDCi Titanium X Sport | £19,195    | £14,550    | £10,450    | £7,650     | N/A        |

PRICES start at £2,000 for a car of at least 130,000 miles. However, there are plenty of Mondeos available that have yet to breach the 60,000 barrier. These start at £2,500 for a 40,000-mile petrol or a 60,000-mile diesel, both with Edge trim, on an 07-plate and with 2.0-litre engines.

Spend £5,000 on a 90,000-mile 2008 (58-plate) 2.0 TDCi Titanium, a 60,000-mile 08 2.0 Zetec or an 80,000-mile 1.8 TDCi Edge. Diesels outnumber petrols by 10 to one, and one in seven Mondeos is an auto, from £3,000.

## Running costs

|          |       | Fuel<br>economy | CO <sub>2</sub><br>emissions | Annual<br>road tax |
|----------|-------|-----------------|------------------------------|--------------------|
| Model    |       |                 |                              |                    |
| 1.6      | 12-14 | 38-42mpg        | 156-177g/km                  | £180-£225          |
| 1.6T     | 18-22 | 41-44mpg        | 149g/km                      | £145               |
| 2.0      | 17-18 | 35mpg           | 184-189g/km                  | £225-£265          |
| 1.6 TDCi | 15-17 | 65mpg           | 112-114g/km                  | £30                |
| 1.8 TDCi | 17-18 | 48-49mpg        | 154g/km                      | £180               |
| 2.0 TDCi | 15-25 | 47-62mpg        | 119-156g/km                  | £130-£180          |
| 2.2 TDCi | 23-26 | 47mpg           | 159g/km                      | £180               |

ALL third-generation Mondeos need to be serviced every 12,500 miles or 12 months. Costs vary between £189 and £269, although cars more than four years old are eligible for discounted servicing at £125 for a minor service and £195 for a major.

All models have timing belts that need to be renewed at between eight and 10 years depending on the engine, and between 100,000 and 125,000 miles. Expect to pay £450-£600 for the work at a Ford dealer, although independents should be able to reduce this. The air-con should be recharged every three years (£50), the brake fluid needs renewing every two years (at £40) and fresh coolant is needed every four years (£40).

## Partwatch

|                              | Dealer price | Independent price |
|------------------------------|--------------|-------------------|
| Part                         |              |                   |
| Front brake pads (axle set)  | £65.52       | £38.99            |
| Front brake discs (pair)     | £151.10      | £73.98            |
| Door mirror glass (electric) | £48.84       | £18.49            |
| Front wiper set              | £37.46       | £27.99            |

Prices for a 2011 Mondeo 2.0 TDCi 140. Dealer prices from Hill's of Malvern ([www.hillsford.co.uk](http://www.hillsford.co.uk)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com))

## Recalls

THERE have been four Mondeo recalls, but the first and third affected only one and two cars respectively, and each has been fixed. The second recall, in May 2009, was aimed at 2.0 TDCi built between November 2008 and March 2009. The brakes could lose power assistance during engine warm-up; 5,784 cars were affected.

The most recent recall came in September 2013, due to possible injection-system fuel leaks. As with most of these recalls, the Galaxy and S-MAX were also affected.



# Car hunter

**£15,000** for a large hot hatch, but which one?

**Dear Lawrence,** I'm after a hot hatch with space for four adults. It needs to be fast, but usable enough for everyday driving and living. What can I get for £15k?

**Tom Jackson,** West Berkshire

**Contact:** Lawrence\_Allan@dennis.co.uk



CARS

## THE STYLISH CHOICE



### Vaux. Astra VXR

**FOR:** Muscular looks, scorching pace, cabin

**AGAINST:** Firm ride, three door-only

THE Astra VXR carries a bit of a 'boy racer' reputation but the latest model looks much more purposeful. The smart interior is sporty, too, but is the least practical here. The dominant feature is the 276bhp 2.0-litre turbo petrol engine, which gives storming pace, making it the quickest car here from point-to-point. The Golf rides better, however, while the Focus is a bit more agile. We found a 62-plate VXR with 32,000 miles on the clock for £15,000.

## THE VALUE CHOICE



### Ford Focus ST

**FOR:** Agile yet comfortable, cheap to buy

**AGAINST:** Clumsy dash layout, small boot

THE Focus ST, like the Golf, is a default choice for many looking for a multi-purpose hot hatch. It really is the best of both worlds, with most of the comfort and usability of the standard Focus matched with 247bhp, an engaging chassis and sporty engine note. It's more roomy than the Astra, although the boot is the smallest here. It's not as sharp-looking as the Vauxhall, but is more dramatic than the Golf. A 62-plate ST-2 with 35,000 miles is £13,995.

## THE ALL-ROUND CHOICE



### VW Golf GTI

**FOR:** Composed, easy to use, reliable

**AGAINST:** Least power, restrained styling

VW'S Golf GTI is a great example of evolution working its magic. This sixth-generation version of the iconic hot hatch is one of the best all-rounders around. It might be down on power compared to the other two, but it still feels quick and manages to be comfortable yet sporty. It's also the most practical, refined, efficient and well built car here. Only slightly bland looks let it down. We found a 41,000-mile 2012 GTI with the DSG autobox on offer for £14,700.

INTERIOR



THE Astra VXR is three-door only, but despite the coupé-like roof, it has adequate space in the back and a decent boot. Recaro seats are great and it's well built, but like the Focus, the dashboard is button-heavy.



THE Focus has decent passenger space all round, but the 316-litre boot trails both the Astra's and the Golf's. There's plenty of kit and decent storage space, but the stereo is fiddly, with far too many buttons.



THE Golf's interior is built using the best materials and has the easiest layout to live with. Both three and five-door versions have more than enough head and legroom, while the boot trumps the Focus.

RELIABILITY



THE standard Astra finished a disappointing 176th place in our 2015 Driver Power survey. The VXR shouldn't be too troublesome, although clutches can wear out quickly and tyres can go even quicker.



THE Focus finished a reasonable 65th in our 2015 Driver Power survey, way ahead of the Astra. As with the VXR, clutches can be problematic, but the biggest complaint for many owners is the awkward dash layout.



THE older Golf Mk6 was only 129th in our 2015 Driver Power survey, but that's mainly down to its age. It's been as reliable as the other cars here, but the DSG gearbox can be costly to fix if it goes wrong.



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"THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

### **DMS SL65 BLACK SERIES (EVO OCTOBER '10)**

"IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

### **DMS 135i (BMW CAR MAY '09)**

"THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW  
MANAGED TO TAKE IT TO THE NEXT LEVEL"

### **DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)**

"IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR,  
YET DOCILE WHEN CRUISING"

### **DMS 997 TURBO 3.8 PDK (EVO JUNE '11)**

"DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
CAYENNE GTS » 440 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 300+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### **MERCEDES-BENZ**

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
SL65 BLACK » 720+ BHP (+DELIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DELIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
250 CDI ALL MODELS » 259+ BHP  
320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
420 /450 CDI V8 » 358 BHP

#### **BMW**

M5/M6 F10 » 620+ BHP  
M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
730D » 290+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 296 BHP  
X6 X50i 4.4 » 500+BHP  
535D / 335D / X5 SD » 355+ BHP  
M135i Please call

#### **EXOTIC / MISC**

FERRARI CALIFORNIA » 487 BHP  
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FERRARI 430 » 525 BHP  
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LP640 » 707 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
ALL 2014 MASERATI'S Please call  
AUDI RS6 4.0 T V8 Please call  
AUDI RS6 V10 » 680+BHP +DE-LIMIT  
AUDI R8 V1 » 592+BHP  
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT  
AUDI RS3 » 420+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP  
AUDI 3.0TDi (ALL MODELS) » 300+ BHP  
AUDI S3 / GOLF R » 317+ BHP  
ALL 2014 RANGE ROVERS AVAILABLE  
RANGE ROVER 4.4 TDV8 » 395 BHP  
R ROVER SPORT 3.0D » 305 BHP  
EVOQUE 2.2 DIESEL » 240 BHP  
BENTLEY 4.0 T V8 » 600+ BHP  
BENTLEY CGT/F-SPUR (INC 2013) » 660 BHP  
GT SPEED / SUPERSPORT » 680+ BHP

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## The numbers game

It's all about efficiency with these eco-focused superminis, but which is our choice?

Steering wheel obstructs view of dials, but cabin is well built



### Peugeot 208

74.3mpg (official)  
£60 fill-up



### 208 1.6 e-HDi 92 Allure

Years: 2012 to date Engine: 1.6-litre 4cyl, 92bhp

Insurance group: 17 Econ/CO<sub>2</sub>: 74mpg/98g/km

Why? Stylish 208 offers a top-quality cabin, refined drive and decent comfort, plus a frugal diesel engine

**Prices from: £7,000**

WHEN the Peugeot 208 appeared in 2012, it was a welcome upgrade on the 207. The distinctive looks might not be to everyone's taste, but the styling additions of Allure trim look smart, while the interior feels upmarket.

It's also got more passenger space and a bigger maximum boot capacity than the Yaris, although some ergonomic flaws do exist – like the tiny steering wheel obstructing the dials.

At low speeds, the 208's diesel engine is louder than the Yaris' hybrid system, but up the pace, and it's the more refined here thanks to its torquey delivery and manual gearbox.

The 208's ride is more settled; it delivers more grip and is more engaging to drive. Although it's beaten in claimed fuel economy figures due to the hybrid tech, real-world results will actually be very similar.

It beat the Yaris in our Driver Power 2015 satisfaction survey, finishing 73rd. Reliability is a slight concern, though, with its troublesome touchscreen causing some potential issues.



**Boot capacity of 285 litres can be extended to a total of 1,152; ride is engaging and grippy**

### 1 Peugeot 208 ★★★★★☆

THE 208 takes a sound victory here, and is a much more complete product than the Yaris. A number of niggles aside, it's a refined, efficient and comfortable contender.



Bland cabin is full of cheap, hard plastics but the layout is decent



### Toyota Yaris

80.7mpg (official)  
£42 fill-up



**Yaris is refined around town but revvy at high speeds. Boot space mirrors 208's, at 285 litres**

### 2 Toyota Yaris ★★★★★☆

STRONG reliability means the Yaris gets three stars, but it doesn't excel in many other areas. The drivetrain is noisy at speed, the ride is poor and the interior feels cheap and cramped.

### Yaris Hybrid T4

Years: 2012 to date Engine: 1.5-litre 4cyl, 98bhp

Insurance group: 8 Econ/CO<sub>2</sub>: 81mpg/79g/km

Why? Eco-friendly Yaris offers super-low running costs and reliability, plus a silent and smooth town drive

**Prices from: £8,490**

THE Toyota Yaris is the perfect car to receive a Prius-based petrol-electric hybrid drivetrain due to its natural habitat on city streets.

However, the Yaris – facelifted later in 2014 – looks a bit bland next to the Peugeot 208, particularly inside, where you find cheap and hard plastics. However, the layout is easy to live with and is robust. The hybrid system doesn't impact boot space, which is the same as the 208's, but rear legroom is hindered.

Around town, the Yaris Hybrid can run quietly and smoothly on electric power alone, yet only if you're gentle with the throttle and only for 1.2 miles. When using the petrol engine, the CVT gearbox makes for loud revs and an unrefined drive at high speeds. The ride is firm and there's a lack of fun behind the wheel.

The Yaris finished 76th in our Driver Power 2015 satisfaction survey, which was just behind the 208. It scored strongly for reliability, and the Prius-based hybrid system is one of the most trouble-free versions around.



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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E295/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (E350/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

| Eco band | MPG | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|----------|-----|---------|-----------------|-----------------|------------|
|----------|-----|---------|-----------------|-----------------|------------|

### ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25  
Warranty: 3 years/unlimited miles

**500 - 365x1627mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** 87th

|                            |   |      |     |     |    |        |
|----------------------------|---|------|-----|-----|----|--------|
| 1.4 T-Jet 500              | G | 43.5 | 7.9 | 155 | 27 | £14560 |
| 1.4 T-Jet 595 Turismo      | G | 43.5 | 7.4 | 155 | 28 | £17990 |
| 1.4 T-Jet 595 Competizione | G | 48.7 | 6.7 | 155 | 28 | £19890 |
| 1.4 T-Jet 695 Biposto      | G | 43.5 | 5.9 | 135 | 38 | £23990 |

500C/595C: add £1800, auto: add £1265

### ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46  
Warranty: 3 years/unlimited miles

**Mito - 406x1720mm, EURO-NCAP☆☆☆☆**  
**DRIVER POWER POS:** 155th

|                                      |   |      |      |     |    |        |
|--------------------------------------|---|------|------|-----|----|--------|
| 1.3 JTDm-2 (85) Progression          | A | 80.7 | 12.9 | 90  | 11 | £14405 |
| 1.3 JTDm-2 (85) Junior               | A | 80.7 | 12.9 | 90  | 11 | £15505 |
| 1.3 JTDm-2 (85) Distinctive          | A | 80.7 | 12.9 | 90  | 11 | £16745 |
| 1.6 JTDm-2 (120) Distinctive         | C | 65.7 | 9.9  | 112 | 19 | £17910 |
| 875cc TwinAir (105) Progression      | A | 67.2 | 11.4 | 99  | 13 | £13860 |
| 875cc TwinAir (105) Junior           | A | 67.2 | 11.4 | 99  | 13 | £14960 |
| 875cc TwinAir (105) Distinctive      | A | 67.2 | 11.4 | 99  | 13 | £16160 |
| 1.4 TB MultiAir (140) TCT D'rive     | D | 50.4 | 13.0 | 130 | 9  | £12760 |
| 1.4 TB MultiAir (140) TCT D'rive     | D | 52.3 | 8.1  | 124 | 22 | £17710 |
| 1.4 TB MultiAir (170) Q'foglio Verde | D | 52.3 | 7.3  | 124 | 27 | £20300 |

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

**Giulietta - 435x1798mm, EURO-NCAP☆☆☆☆**  
**DRIVER POWER POS:** 69th

|                                    |   |      |      |     |    |        |
|------------------------------------|---|------|------|-----|----|--------|
| 1.6 JTDm-2 (105) Business          | B | 70.6 | 11.3 | 104 | 18 | £19080 |
| 1.6 JTDm-2 (105) Progression       | B | 70.6 | 11.3 | 104 | 18 | £19500 |
| 1.6 JTDm-2 (105) Distinctive       | B | 70.6 | 11.3 | 104 | 18 | £20750 |
| 2.0 JTDm-2 (150) Business          | B | 67.3 | 8.8  | 110 | 23 | £20380 |
| 2.0 JTDm-2 (150) Distinctive       | B | 67.3 | 8.8  | 110 | 23 | £21930 |
| 1.4 TB (120) Progression           | F | 44.1 | 9.4  | 148 | 17 | £18450 |
| 1.4 TB (120) Distinctive           | F | 44.1 | 9.4  | 148 | 16 | £19700 |
| 1.4 TB MultiAir (150) Sprint       | E | 49.6 | 8.2  | 131 | 20 | £20700 |
| 1.4 TB MultiAir (170) TCT Business | C | 55.4 | 7.6  | 119 | 23 | £20900 |
| 1.4 TB MultiAir (170) Distinctive  | E | 49.6 | 7.6  | 131 | 23 | £21200 |
| 1.75T (240) TCT Q'foglio Verde     | G | 40.4 | 6.0  | 162 | 25 | £28330 |

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

**4C - 3989x2090mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|             |   |      |     |     |     |        |
|-------------|---|------|-----|-----|-----|--------|
| 1.5T TCT 4C | G | 41.5 | 4.5 | 157 | N/A | £51500 |
|-------------|---|------|-----|-----|-----|--------|

4C Spider: add £8000

### ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

**D3 - 4628x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                              |   |      |     |     |    |        |
|------------------------------|---|------|-----|-----|----|--------|
| 3.0 auto D3 Bi-Turbo 4dr     | E | 53.3 | 4.6 | 139 | 50 | £46950 |
| 3.0 auto D3 Bi-Turbo Touring | F | 52.3 | 4.6 | 142 | 50 | £49950 |

**B3 - 4628x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                              |   |      |     |     |    |        |
|------------------------------|---|------|-----|-----|----|--------|
| 3.0 auto B3 Bi-Turbo 4dr     | I | 37.2 | 4.2 | 177 | 49 | £54950 |
| 3.0 auto B3 Bi-Turbo Touring | I | 36.7 | 4.3 | 179 | 49 | £56950 |

**D5 - 4913x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                              |   |      |     |     |    |        |
|------------------------------|---|------|-----|-----|----|--------|
| 3.0 auto D5 Bi-Turbo 4dr     | G | 47.9 | 5.1 | 155 | 47 | £56950 |
| 3.0 auto D5 Bi-Turbo Touring | G | 45.6 | 5.3 | 163 | 47 | £59950 |

**B5 - 4905x4913x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                             |   |      |     |     |     |        |
|-----------------------------|---|------|-----|-----|-----|--------|
| 4.4 V8 auto B5 Bi-Turbo 4dr | L | 26.9 | 4.5 | 244 | N/A | £75150 |
|-----------------------------|---|------|-----|-----|-----|--------|

**B7 - 5092x1902mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                             |   |      |     |     |     |        |
|-----------------------------|---|------|-----|-----|-----|--------|
| 4.4 V8 auto B7 Bi-Turbo 4dr | L | 28.5 | 4.6 | 230 | N/A | £98800 |
|-----------------------------|---|------|-----|-----|-----|--------|

**XD3 - 465x1901mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                       |   |      |     |     |    |        |
|-----------------------|---|------|-----|-----|----|--------|
| 3.0 auto XD3 Bi-Turbo | H | 42.8 | 4.9 | 174 | 50 | £56450 |
|-----------------------|---|------|-----|-----|----|--------|

**D4 - 4640x1825mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                                  |   |      |     |     |    |        |
|----------------------------------|---|------|-----|-----|----|--------|
| 3.0 auto D4 Bi-Turbo Coupe       | E | 53.3 | 4.6 | 139 | 49 | £50950 |
| 3.0 auto D4 Bi-Turbo Convertible | G | 47.9 | 5.0 | 156 | 49 | £54950 |

**B4 - 4640x1825mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                                  |   |      |     |     |    |        |
|----------------------------------|---|------|-----|-----|----|--------|
| 3.0 auto B4 Bi-Turbo Coupe       | I | 37.2 | 4.2 | 177 | 49 | £58950 |
| 3.0 auto B4 Bi-Turbo Convertible | J | 35.3 | 4.5 | 186 | 49 | £62950 |

**B6 - 4894x1894mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                               |   |      |     |     |    |        |
|-------------------------------|---|------|-----|-----|----|--------|
| 4.4 V8 auto B6 Bi-Turbo Coupe | K | 30.1 | 4.3 | 219 | 50 | £92850 |
| 4.4 V8 auto B6 Bi-Turbo Conv  | K | 29.4 | 4.4 | 224 | 50 | £97850 |

### ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

**Atom - 3410x1798mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                          |     |     |     |     |     |        |
|--------------------------|-----|-----|-----|-----|-----|--------|
| 2.0 i-VTEC Atom 3.5 245  | N/A | 3.3 | N/A | N/A | N/A | £30596 |
| 2.0 i-VTEC Atom 3.5 310  | N/A | 2.7 | N/A | N/A | N/A | £35812 |
| 2.0 i-VTEC S/C Atom 3.5R | N/A | 2.6 | N/A | N/A | N/A | £46800 |

**Nomad - 3215x1850mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                  |     |     |     |     |     |        |
|------------------|-----|-----|-----|-----|-----|--------|
| 2.4 i-VTEC Nomad | N/A | 3.4 | N/A | N/A | N/A | £33000 |
|------------------|-----|-----|-----|-----|-----|--------|

### ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22  
Warranty: 3 years/unlimited miles

**Rapide S - 5020x2140mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                       |   |      |     |     |    |         |
|-----------------------|---|------|-----|-----|----|---------|
| 6.0 V12 auto Rapide S | M | 19.9 | 4.9 | 332 | 50 | £150299 |
|-----------------------|---|------|-----|-----|----|---------|

**Vantage - 4380x1865mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                     |   |      |     |     |    |         |
|---------------------|---|------|-----|-----|----|---------|
| 4.7 V8 Vantage      | M | 20.5 | 4.8 | 321 | 50 | £87344  |
| 4.7 V8 Vantage N430 | M | 20.5 | 4.8 | 321 | 50 | £92344  |
| 4.7 V8 Vantage S    | M | 20.5 | 4.5 | 321 | 50 | £97344  |
| 6.0 V12 Vantage S   | M | 17.3 | 3.7 | 388 | 50 | £139155 |

Auto: add £5000, Vantage Roadster: add £9000

**DB9 - 4720x1875mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                       |   |      |     |     |    |         |
|-----------------------|---|------|-----|-----|----|---------|
| 6.0 V12 auto Coupe GT | M | 19.8 | 4.6 | 333 | 50 | £140000 |
|-----------------------|---|------|-----|-----|----|---------|

DB9 Volante: add £10000

**Vanquish - 4721x1905mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

|                    |   |      |     |     |    |         |
|--------------------|---|------|-----|-----|----|---------|
| 6.0 V12 auto Coupe | M | 19.6 | 4.1 | 335 | 50 | £194150 |
|--------------------|---|------|-----|-----|----|---------|

Vanquish Volante: add £12000

### AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/unlimited miles

**A1 - 3954x1740mm, EURO-NCAP☆☆☆☆**  
**DRIVER POWER POS:** 152nd

|                               |   |      |      |     |     |        |
|-------------------------------|---|------|------|-----|-----|--------|
| 1.0 TFSI (95) SE 3dr          | A | 60.0 | 10.9 | 99  | N/A | £14355 |
| 1.0 TFSI (95) Sport 3dr       | A | 60.0 | 10.9 | 99  | N/A | £16330 |
| 1.6 TDI (116) SE 3dr          | A | 80.7 | 9.4  | 92  | 19  | £15430 |
| 1.4 TFSI (125) Sport 3dr      | C | 57.8 | 8.8  | 115 | 21  | £16730 |
| 1.6 TDI (116) Sport 3dr       | A | 80.7 | 9.4  | 92  | 19  | £17405 |
| 1.4 TFSI (125) S line 3dr     | C | 56.5 | 8.8  | 117 | 21  | £18725 |
| 1.4 TFSI CoD (150) S line 3dr | C | 58.9 | 7.8  | 112 | 25  | £19520 |
| 1.6 TDI (116) S line 3dr      | A | 80.7 | 9.4  | 93  | 19  | £19400 |
| 2.0 TFSI (231) S1 3dr         | G | 40.4 | 5.8  | 162 | 33  | £25420 |

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

**A3 - 4237x1777mm, EURO-NCAP☆☆☆☆**  
**DRIVER POWER POS:** 27th

|                                      |   |       |      |     |     |        |
|--------------------------------------|---|-------|------|-----|-----|--------|
| 1.2 TFSI (110) SE 3dr                | C | 57.6  | 9.9  | 114 | 14  | £18615 |
| 1.4 TFSI (125) SE 3dr                | C | 54.3  | 9.3  | 120 | 16  | £19915 |
| 1.4 TFSI (150) CoD SE 3dr            | B | 60.1  | 8.3  | 109 | 16  | £20765 |
| 1.6 TDI (110) ultra SE 3dr           | A | 83.1  | 10.5 | 89  | N/A | £20865 |
| 2.0 TDI (150) SE 3dr                 | B | 68.9  | 8.6  | 106 | 21  | £22215 |
| 1.6 TDI (110) Sport 3dr              | A | 74.3  | 10.7 | 99  | 15  | £22265 |
| 2.0 TDI (150) Sport 3dr              | B | 68.9  | 8.6  | 106 | 21  | £23615 |
| 2.0 TDI (184) Sport 3dr              | B | 68.9  | 7.3  | 108 | 27  | £24885 |
| 2.0 TFSI (300) quattro S3 3dr        | G | 40.4  | 5.2  | 162 | 36  | £30980 |
| 2.5 TFSI (367) quattro RS3 Sp'back J | A | 34.8  | 4.3  | 189 | N/A | £39950 |
| 1.4 TFSI (204) e-tron Sportback Sdr  | A | 176.6 | 6.7  | 37  | 29  | £30340 |

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £3560, SE Technic: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

**A4 - 4701x1716x1826mm, EURO-NCAP☆☆☆☆**  
**DRIVER POWER POS:** 151st

|                                    |   |      |     |     |     |        |
|------------------------------------|---|------|-----|-----|-----|--------|
| 1.8 TFSI (170) SE Technic          | E | 48.7 | 8.1 | 134 | 24  | £27420 |
| 2.0 TDI ultra (136) SE Technic     | B | 68.9 | 9.3 | 108 | 23  | £29240 |
| 2.0 TDI (190) SE Technic           | D | 60.1 | 7.7 | 124 | N/A | £29740 |
| 2.0 TDI ultra (163) SE Technic     | B | 67.3 | 8.3 | 109 | 27  | £29740 |
| 2.0 TFSI (225) Black Edition       | H | 39.2 | 6.4 | 166 | 34  | £36585 |
| 3.0 V6 TFSI quattro S tronic S4    | I | 36.7 | 5.0 | 179 | 36  | £40085 |
| 4.2 V8 FSI quat S tronic RS4 Avant | L | 26.4 | 4.7 | 249 | 41  | £56545 |

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (190), A4 Avant: add £1200-£1315, quattro: add £1560 to 2.0 TDI (190), S line: add £1085 to SE, Black Edition: add £3420 to SE Technic, S4 Black: add £1075 to S4

**A5 Sportback - 4712x1718x1854mm, EURO-NCAP N/A**  
**DRIVER POWER POS:** 26th

|  |   |      |     |     |    |        |
|--|---|------|-----|-----|----|--------|
| 1.8 TFSI SE Technic Sdr                | E | 48.7 | 8.2 | 136 | 27 | £30035 |
| 2.0 TFSI quattro SE Technic Sdr        | G | 41.5 | 7.1 | 159 | 29 | £34730 |
| 2.0 TDI ultra (136) SE Technic Sdr     | B | 67.3 | 9.5 | 109 | 24 | £31385 |
| 2.0 TDI (177) SE Technic Sdr           | C | 60.1 | 8.5 | 120 | 28 | £31515 |
| 2.0 TDI (150) m'tronic SE Tech Sdr     | D | 58.9 | 9.4 | 127 | 24 | £33340 |
| 3.0 TDI (245) quat S tronic S line Sdr | G | 48.7 | 6.2 | 152 | 34 | £41090 |

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177), SE, S line and Black, SE Technic: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

**A6 - 4933x4979x1874-1936mm, EURO-NCAP☆☆☆☆**  
**DRIVER POWER POS:** 54th

|                                   |   |      |     |     |    |        |
|-----------------------------------|---|------|-----|-----|----|--------|
| 2.0 TDI ultra (190) SE            | C | 65.7 | 8.4 | 113 | 31 | £31955 |
| 3.0 TDI (218) S tronic SE         | E | 60.1 | 7.1 | 122 | 38 | £38095 |
| 3.0 TDI (272) quattro S tronic SE | E | 55.4 | 5.5 | 133 | 41 | £41415 |



Vorsprung durch Technik



## With many standard features. Including extra headroom.



## The Audi A3 Cabriolet Sport from £329 per month.\* Includes:

- Fully-automatic acoustic hood
- 17" alloy wheels
- Front Sports seats
- What Car? Best convertible 2015

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Business users only with Contract Hire.\*

Official fuel consumption figures for the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO<sub>2</sub> emissions: 113g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. \*At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. \*Plus VAT and initial rental. Business users only. Based on the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (July 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.



|                          | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|--------------------------|----------|------|---------|-----------------|-----------------|------------|
| 4.0 V8 auto Flying Spur  | L        | 25.9 | 4.9     | 254             | 50              | £136915    |
| 6.0 W12 auto Flying Spur | M        | 19.0 | 4.3     | 343             | 50              | £147145    |

|   |   |      |     |     |    |         |
|---|---|------|-----|-----|----|---------|
| <b>Mulsanne</b> - 5575x1926mm, <b>EURO-NCAP</b> N/A |   |      |     |     |    |         |
| <b>DRIVER POWER POS:</b> N/A                        |   |      |     |     |    |         |
| 6.75 V8 auto Mulsanne                               | M | 16.8 | 5.1 | 393 | 50 | £230505 |
| 6.75 V8 auto Mulsanne Speed                         | M | 19.3 | 4.8 | 342 | 50 | £253345 |

|   |   |      |     |     |    |         |
|---|---|------|-----|-----|----|---------|
| <b>Continental</b> - 4804x5290x1916-1945mm, <b>EURO-NCAP</b> N/A                    |   |      |     |     |    |         |
| <b>DRIVER POWER POS:</b> N/A  |   |      |     |     |    |         |
| 6.0 W12 auto GT   | M | 19.5 | 4.3 | 338 | 50 | £140845 |
| 6.0 W12 auto GT Speed   | M | 19.5 | 4.0 | 338 | 50 | £157845 |
| 4.0 V8 auto GT  | L | 26.7 | 4.6 | 246 | 50 | £130915 |
| 4.0 V8 auto GT S  | L | 26.7 | 4.3 | 246 | 50 | £139915 |
| 4.0 V8 auto GT3-R   | M | 22.3 | 3.6 | 295 | 50 | £238645 |
| Continental GT C: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12 |   |      |     |     |    |         |

|   |   |       |     |    |    |        |
|---|---|-------|-----|----|----|--------|
| <b>BMW</b>  |   |       |     |    |    |        |
| www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153 |   |       |     |    |    |        |
| Warranty: 3 years/unlimited miles                     |   |       |     |    |    |        |
| <b>i3</b> - 3999x1775mm, <b>EURO-NCAP</b> ★★★★★       |   |       |     |    |    |        |
| <b>DRIVER POWER POS:</b> N/A                          |   |       |     |    |    |        |
| eDrive auto i3  | A | N/A   | 7.2 | 0  | 21 | £30680 |
| eDrive auto i3 Range Extender                         | A | 470.8 | 7.9 | 13 | 21 | £33830 |

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>1 Series</b> - 4324x1765mm, <b>EURO-NCAP</b> ★★★★★          |   |      |      |     |    |        |
| <b>DRIVER POWER POS:</b> 101st                                 |   |      |      |     |    |        |
| 1.6 118i SE 3dr  | D | 52.3 | 8.5  | 125 | 18 | £20245 |
| 1.6 118i Sport 3dr   | D | 52.3 | 8.5  | 125 | 18 | £21245 |
| 1.6 120i Sport 3dr   | E | 48.7 | 7.4  | 136 | 21 | £23295 |
| 2.0 125i M Sport 3dr   | G | 42.2 | 6.4  | 157 | 28 | £26375 |
| 3.0 M135i 3dr  | J | 35.3 | 5.1  | 188 | 37 | £31195 |
| 1.5 116d ED 3dr  | A | 83.1 | 10.4 | 89  | 15 | £22030 |
| 2.0 118d SE 3dr  | B | 70.6 | 8.3  | 104 | 19 | £22325 |
| 2.0 118d Sport 3dr   | B | 70.6 | 8.3  | 104 | 19 | £23325 |
| 2.0 120d Sport 3dr   | C | 65.7 | 7.1  | 114 | 24 | £24775 |
| 2.0 auto 125d M Sport 3dr                                      | D | 61.4 | 6.3  | 121 | 30 | £29800 |
| Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830 |   |      |      |     |    |        |

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>3 Series</b> - 4624x1811mm, <b>EURO-NCAP</b> ★★★★★  |   |      |      |     |    |        |
| <b>DRIVER POWER POS:</b> 51st  |   |      |      |     |    |        |
| 2.0 316d ES  | C | 62.8 | 10.9 | 119 | 20 | £26275 |
| 2.0 316d SE  | C | 62.8 | 10.9 | 119 | 20 | £27125 |
| 2.0 318d SE  | C | 62.8 | 9.1  | 119 | 25 | £28375 |
| 2.0 318d Luxury  | C | 62.8 | 9.1  | 119 | 25 | £30875 |
| 2.0 320d EfficientDynamics   | B | 68.9 | 8.0  | 109 | 32 | £29475 |
| 2.0 320d SE  | C | 61.4 | 7.5  | 120 | 32 | £29475 |
| 2.0 320d Luxury  | C | 61.4 | 7.5  | 120 | 32 | £31975 |
| 2.0 325d SE  | D | 57.6 | 6.8  | 129 | 35 | £31275 |
| 2.0 325d Luxury  | D | 57.6 | 6.8  | 129 | 35 | £33775 |
| 3.0 auto 330d SE   | D | 57.6 | 5.6  | 129 | 35 | £34675 |
| 3.0 auto 330d Luxury   | D | 57.6 | 5.6  | 129 | 35 | £37175 |
| 3.0 auto 335d xDrive Luxury  | F | 52.3 | 4.8  | 143 | 43 | £41720 |
| 1.6 316i ES  | E | 47.9 | 8.9  | 137 | 23 | £24255 |
| 1.6 316i SE  | E | 47.9 | 8.9  | 137 | 23 | £25105 |
| 2.0 320i EfficientDynamics   | D | 53.3 | 7.6  | 124 | 28 | £26425 |
| 2.0 320i SE  | F | 44.8 | 7.3  | 147 | 31 | £27270 |
| 2.0 320i Luxury  | F | 44.8 | 7.3  | 147 | 31 | £29770 |
| 2.0 328i SE  | F | 44.1 | 5.9  | 149 | 36 | £30470 |
| 2.0 328i Luxury  | F | 44.1 | 5.9  | 149 | 36 | £32970 |
| 3.0 335i Luxury  | J | 35.8 | 5.5  | 186 | 38 | £38460 |
| 3.0 auto ActiveHybrid 3 SE   | J | 47.9 | 5.3  | 139 | 38 | £42145 |
| 3.0 auto ActiveHybrid 3 Luxury   | J | 47.9 | 5.3  | 139 | 38 | £44645 |
| 3.0TT M4   | K | 32.1 | 4.3  | 204 | 45 | £56590 |
| Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, M Sport: add £500 to Luxury |   |      |      |     |    |        |

|  |   |      |     |     |    |        |
|--|---|------|-----|-----|----|--------|
| <b>3 Series Gran Turismo</b> - 4824x1828mm, <b>EURO-NCAP</b> N/A   |   |      |     |     |    |        |
| <b>DRIVER POWER POS:</b> 51st  |   |      |     |     |    |        |
| 2.0 320i SE  | G | 42.2 | 7.9 | 155 | 31 | £29905 |
| 2.0 320i Luxury  | G | 42.2 | 7.9 | 155 | 31 | £31905 |
| 2.0 328i SE  | G | 41.5 | 6.1 | 157 | 35 | £33105 |
| 2.0 328i Luxury  | G | 41.5 | 6.1 | 157 | 35 | £35105 |
| 3.0 335i Luxury  | J | 34.9 | 5.7 | 189 | 38 | £40565 |
| 3.0 318d SE  | D | 61.4 | 9.7 | 122 | 24 | £31275 |
| 3.0 318d Luxury  | D | 61.4 | 9.7 | 122 | 24 | £33275 |
| 3.0 320d SE  | D | 57.6 | 8.0 | 130 | 30 | £32375 |
| 3.0 320d Luxury  | D | 57.6 | 8.0 | 130 | 30 | £34375 |
| 3.0 325d SE  | E | 54.3 | 7.1 | 136 | 34 | £34305 |
| 3.0 325d Luxury  | E | 54.3 | 7.1 | 136 | 34 | £36305 |
| 3.0 auto 330d SE   | E | 54.3 | 5.7 | 137 | 40 | £37705 |
| 3.0 auto 330d Luxury   | E | 54.3 | 5.7 | 137 | 40 | £39705 |
| 3.0 auto 335d xDrive Luxury  | F | 49.6 | 4.9 | 149 | 42 | £44120 |
| Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury |   |      |     |     |    |        |

|   |   |      |     |     |    |        |
|---|---|------|-----|-----|----|--------|
| <b>5 Series</b> - 4907x4998x1860-1901mm, <b>EURO-NCAP</b> ★★★★★                                 |   |      |     |     |    |        |
| <b>DRIVER POWER POS:</b> 47th   |   |      |     |     |    |        |
| 2.0 520i SE   | F | 44.1 | 7.9 | 149 | 36 | £33130 |
| 2.0 520i M Sport  | F | 44.1 | 7.9 | 149 | 37 | £35885 |
| 2.0 528i SE   | G | 42.8 | 6.2 | 154 | 40 | £36695 |
| 2.0 528i M Sport  | G | 42.8 | 6.2 | 154 | 41 | £39530 |
| 3.0 auto 535i Luxury  | H | 39.2 | 5.7 | 169 | 42 | £44685 |
| 3.0 auto 535i M Sport   | H | 39.2 | 5.7 | 169 | 42 | £44740 |
| 4.4 V8 auto 550i Luxury   | J | 32.8 | 4.6 | 199 | 46 | £57610 |
| 4.4 V8 auto 550i M Sport  | J | 32.8 | 4.6 | 199 | 46 | £57910 |
| 2.0 518d SE   | C | 62.8 | 9.7 | 119 | 30 | £30865 |
| 2.0 518d M Sport  | C | 62.8 | 9.7 | 119 | 31 | £33665 |
| 2.0 520d SE   | C | 62.8 | 8.1 | 119 | 33 | £32365 |
| 2.0 520d M Sport  | C | 62.8 | 8.1 | 119 | 34 | £35165 |
| 2.0 525d SE   | D | 57.6 | 7.0 | 129 | 33 | £36980 |
| 2.0 525d M Sport  | D | 57.6 | 7.0 | 129 | 40 | £39910 |
| 3.0 auto 530d SE  | E | 55.4 | 5.8 | 134 | 43 | £41455 |
| 3.0 auto 530d Luxury  | E | 55.4 | 5.8 | 134 | 43 | £44255 |
| 3.0 auto 530d M Sport   | E | 55.4 | 5.8 | 134 | 43 | £44270 |
| 3.0 auto 535d M Sport   | E | 53.3 | 5.3 | 138 | 45 | £48920 |
| 3.0 auto ActiveHybrid 5 SE  | F | 44.1 | 5.9 | 149 | 44 | £47790 |
| 3.0 auto ActiveHybrid 5 Luxury  | F | 44.1 | 5.9 | 149 | 44 | £48825 |
| 3.0 auto ActiveHybrid 5 M Sport   | F | 44.1 | 5.9 | 149 | 44 | £50625 |
| 4.4 V8TT DCT M5   | L | 28.5 | 4.3 | 232 | 48 | £74835 |
| 4.4 V8TT DCT M5 30 Jahre Edition  | L | 28.5 | 3.9 | 232 | 49 | £91890 |
| Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed |   |      |     |     |    |        |

|  |   |      |     |     |    |        |
|--|---|------|-----|-----|----|--------|
| <b>5 Series Gran Turismo</b> - 5004x1901mm, <b>EURO-NCAP</b> N/A |   |      |     |     |    |        |
| <b>DRIVER POWER POS:</b> 47th                                    |   |      |     |     |    |        |
| 2.0 auto 520d SE   | F | 51.4 | 8.9 | 144 | 33 | £38045 |
| 2.0 auto 520d Luxury   | F | 51.4 | 8.9 | 144 | 34 | £40845 |
| 3.0 auto 530d SE   | G | 48.7 | 6.2 | 153 | 43 | £46965 |
| 3.0 auto 530d Luxury   | G | 48.7 | 6.2 | 153 | 44 | £48965 |

|  | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|--|----------|------|---------|-----------------|-----------------|------------|
| 3.0 auto 535i Luxury   | J        | 34.4 | 6.1     | 192             | 44              | £49465     |
| 3.0 auto 535d Luxury   | G        | 47.9 | 5.7     | 154             | 46              | £51885     |
| 4.4 V8 auto 550i Luxury  | K        | 30.7 | 5.0     | 214             | 46              | £59515     |
| M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury |          |      |         |                 |                 |            |

|   |   |      |     |     |    |         |
|---|---|------|-----|-----|----|---------|
| <b>7 Series</b> - 5072x5212x1902mm, <b>EURO-NCAP</b> N/A  |   |      |     |     |    |         |
| <b>DRIVER POWER POS:</b> N/A  |   |      |     |     |    |         |
| 3.0 auto 740i SE  | I | 35.8 | 5.7 | 184 | 48 | £61675  |
| 3.0 auto ActiveHybrid 7 SE  | G | 41.5 | 5.7 | 158 | 47 | £66200  |
| 3.0 auto 730d SE  | F | 50.4 | 6.1 | 148 | 48 | £58275  |
| 3.0 auto 740d SE  | F | 49.6 | 5.5 | 149 | 49 | £65465  |
| 4.4 auto 750i SE  | J | 32.8 | 4.8 | 199 | 49 | £71515  |
| 6.0 V12 auto 760Li SE   | M | 21.1 | 4.6 | 314 | 50 | £102015 |
| Long wheelbase: add £3000 to petrol, £3100 to 730d and ActiveHybrid 7. Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li |   |      |     |     |    |         |

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>2 Series Active Tourer</b> - 4342x1800mm, <b>EURO-NCAP</b> ★★★★★  |   |      |      |     |    |        |
| <b>DRIVER POWER POS:</b> N/A   |   |      |      |     |    |        |
| 1.5T 218i SE   | C | 57.6 | 9.2  | 115 | 13 | £22475 |
| 2.0T 220i Sport  | E | 47.9 | 7.5  | 137 | 20 | £25775 |
| 2.0T 225i xDrive auto Luxury   | F | 44.1 | 6.3  | 148 | 23 | £31175 |
| 1.5 216d SE  | A | 74.3 | 10.6 | 99  | 11 | £23410 |
| 2.0 218d SE  | B | 68.9 | 8.9  | 109 | 15 | £24555 |
| 1.5T 220d Sport  | C | 64.2 | 7.6  | 115 | 21 | £27255 |
| Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models |   |      |      |     |    |        |

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>X1</b> - 4454x1798mm, <b>EURO-NCAP</b> ★★★★★  |   |      |      |     |    |        |
| <b>DRIVER POWER POS:</b> 100th   |   |      |      |     |    |        |
| 2.0 xDrive20i SE   | I | 37.7 | 7.8  | 176 | 28 | £27280 |
| 2.0 sDrive16d SE   | D | 57.6 | 11.5 | 128 | 18 | £24230 |
| 2.0 sDrive18d SE   | D | 57.6 | 9.6  | 128 | 22 | £25330 |
| 2.0 sDrive20d EfficientDynamics  | C | 62.8 | 8.3  | 119 | 24 | £26760 |
| 2.0 sDrive20d SE   | D | 57.6 | 7.8  | 129 | 24 | £26760 |
| 2.0 xDrive18d SE   | F | 51.4 | 9.9  | 144 | 22 | £26830 |
| 2.0 xDrive20d SE   | F | 51.4 | 8.1  | 145 | 24 | £28260 |
| 2.0 xDrive25d xLine  | G | 47.9 | 6.8  | 155 | 26 | £32540 |
| 2.0 xDrive25d M Sport  | G | 47.9 | 6.8  | 155 | 27 | £33540 |
| Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add<br>£1000 to SE, £400 to SE, add £2000 to SE M Sport; add £300 to SE |   |      |      |     |    |        |



|                      | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|----------------------|----------|------|---------|-----------------|-----------------|------------|
| 2.0 Drive20i         | G        | 41.5 | 6.9     | 159             | 38              | £29840     |
| 2.0 Drive28i M Sport | G        | 41.5 | 5.7     | 159             | 40              | £37390     |
| 3.0 Drive35i M Sport | K        | 30.1 | 5.2     | 219             | 41              | £43005     |
| 3.0 DCT sDrive35i    | K        | 31.4 | 4.8     | 210             | 43              | £45950     |

Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

#### 6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|                        |   |      |     |     |    |        |
|------------------------|---|------|-----|-----|----|--------|
| 3.0 auto 640i SE       | I | 37.2 | 5.3 | 176 | 47 | £60630 |
| 3.0 auto 640d SE       | F | 52.3 | 5.3 | 143 | 48 | £62295 |
| 4.4 V8 auto 650i Sport | K | 32.1 | 4.6 | 206 | 50 | £69790 |
| 4.4 V8 TDT M6          | L | 28.5 | 4.2 | 231 | 50 | £92350 |

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

#### i8 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|                       |   |       |     |    |    |        |
|-----------------------|---|-------|-----|----|----|--------|
| 1.5 TT/eDrive auto i8 | A | 113.0 | 4.4 | 59 | 50 | £99895 |
|-----------------------|---|-------|-----|----|----|--------|

### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

#### Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|              |     |      |     |     |     |        |
|--------------|-----|------|-----|-----|-----|--------|
| 660cT 160    | C   | 57.6 | 6.5 | 114 | N/A | £18995 |
| 1.6 270      | N/A | 5.0  | N/A | N/A | N/A | £22995 |
| 2.0 360      | N/A | 4.8  | N/A | N/A | N/A | £26995 |
| 2.0 420      | N/A | 3.8  | N/A | N/A | N/A | £29995 |
| 2.0 5VC 620R | N/A | 2.8  | N/A | N/A | N/A | £49995 |

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

### CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A  
Warranty: 5 years/100000 miles

#### Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|              |   |      |     |     |    |        |
|--------------|---|------|-----|-----|----|--------|
| 6.2 V8 Coupe | M | 20.0 | 5.2 | 329 | 48 | £35345 |
|--------------|---|------|-----|-----|----|--------|

Auto: add £1500, Convertible: add £5000

#### Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|                             |   |      |     |     |    |        |
|-----------------------------|---|------|-----|-----|----|--------|
| 6.2 V8 Stingray Coupe       | M | 23.5 | 3.8 | 279 | 50 | £65510 |
| 6.2 V8 Stingray Convertible | M | 23.1 | 3.8 | 283 | 50 | £70070 |

### CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

#### C-Zero - 3475x1475mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|                  |   |     |      |   |    |        |
|------------------|---|-----|------|---|----|--------|
| 64hp auto C-Zero | A | N/A | 15.9 | 0 | 28 | £21216 |
|------------------|---|-----|------|---|----|--------|

#### C1 - 3466x1884mm, EURO-NCAP N/A DRIVER POWER POS: 96th

|                             |   |      |      |    |    |        |
|-----------------------------|---|------|------|----|----|--------|
| 1.0 VTI (68) Touch 3dr      | A | 68.9 | 14.3 | 95 | 6  | £8345  |
| 1.0 VTI (68) Feel 3dr       | A | 68.9 | 14.3 | 95 | 6  | £9595  |
| 1.0 VTI (68) Flair 3dr      | A | 68.9 | 14.3 | 95 | 7  | £10285 |
| 1.0 VTI (68) S&S Flair 3dr  | A | 74.3 | 14.3 | 88 | 7  | £10535 |
| 1.2 PureTech (82) Flair 3dr | A | 65.7 | 11.0 | 99 | 11 | £10635 |
| 1.0 VTI (68) ETG Flair 3dr  | A | 67.3 | 14.6 | 97 | 7  | £11185 |

5dr: add £400 to Feel/Flair 3dr, Aircase: add £160 to select models

#### C3 - 3941x1728mm, EURO-NCAP N/A DRIVER POWER POS: 163rd

|                                  |   |      |      |     |    |        |
|----------------------------------|---|------|------|-----|----|--------|
| 1.0 PureTech (68) VT             | A | 65.7 | 14.2 | 99  | 8  | £11075 |
| 1.4 HDi (70) VT                  | A | 74.3 | 13.7 | 99  | 10 | £13230 |
| 1.0 PureTech (68) VTR+           | B | 64.2 | 14.2 | 102 | 9  | £12495 |
| 1.2 PureTech (82) VTR+           | B | 62.8 | 14.2 | 107 | 12 | £13515 |
| 1.4 PureTech (82) ETG auto VTR+  | A | 51.4 | 13.2 | 99  | 12 | £14135 |
| 1.4 HDi (70) VTR+                | A | 74.3 | 13.7 | 99  | 10 | £14590 |
| 1.4 e-HDi (70) ETG auto VTR+     | A | 83.1 | 16.2 | 87  | 10 | £15210 |
| 1.6 e-HDi (90) VTR+              | A | 76.3 | 12.5 | 95  | 18 | £15390 |
| 1.2 PureTech (82) Selection      | B | 62.8 | 14.2 | 107 | 12 | £13865 |
| 1.6 e-HDi (90) Selection         | B | 76.3 | 12.5 | 98  | 18 | £15740 |
| 1.6 VTI (120) auto Exclusive     | F | 42.8 | 10.9 | 150 | 19 | £16250 |
| 1.2 PureTech (110) S&S Exclusive | B | 60.1 | 10.6 | 107 | 18 | £15640 |
| 1.6 BlueHDi (100) Exclusive      | A | 83.1 | 11.8 | 87  | 19 | £16790 |
| 1.6 e-HDi (90) Exclusive         | A | 76.3 | 12.5 | 98  | 18 | £16240 |

ETG auto: add £620 to e-HDi (90) Exclusive

#### DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A DRIVER POWER POS: 67th

|                                  |   |      |      |     |    |        |
|----------------------------------|---|------|------|-----|----|--------|
| 1.2 PureTech (82) D5ign          | B | 62.8 | 14.2 | 104 | 9  | £12865 |
| 1.2 PureTech (110) D5ign         | B | 60.1 | 9.6  | 107 | 19 | £15630 |
| 1.2 VTI (120) auto D5ign         | F | 43.5 | 10.9 | 150 | 16 | £16630 |
| 1.6 e-HDi (90) D5ign             | A | 76.3 | 12.5 | 95  | 18 | £15820 |
| 1.6 THP (165) D5ign Techno       | D | 50.4 | 7.5  | 129 | 26 | £17500 |
| 1.6 THP (165) D5ign              | D | 50.4 | 7.5  | 129 | 26 | £19000 |
| 1.6 BlueHDi (120) D5ign          | A | 78.5 | 10.4 | 94  | 24 | £19320 |
| 1.6 THP (165) Ultra Prestige     | D | 50.4 | 7.5  | 129 | 27 | £22900 |
| 1.6 BlueHDi (120) Ultra Prestige | A | 78.5 | 10.4 | 94  | 24 | £23220 |

Cabrio: add £2460 (selected models), D5ign: £900 less than D5ign

#### C4 - 4329x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|                              |   |      |      |     |    |        |
|------------------------------|---|------|------|-----|----|--------|
| 1.2 PureTech (110) Touch     | B | 60.1 | 10.9 | 110 | 16 | £14645 |
| 1.6 BlueHDi (100) Touch      | A | 78.5 | 11.5 | 95  | 20 | £16745 |
| 1.6 BlueHDi (100) S&S Feel   | A | 85.6 | 11.5 | 86  | 20 | £17545 |
| 1.2 PureTech (130) S&S Flair | B | 58.9 | 10.8 | 110 | 19 | £18190 |
| 1.6 BlueHDi (120) Flair      | A | 78.5 | 10.6 | 95  | 25 | £19145 |
| 2.0 BlueHDi (150) Flair      | A | 74.3 | 8.8  | 98  | 29 | £20045 |

#### C4 Cactus - 4157x1729mm, EURO-NCAP N/A DRIVER POWER POS: N/A

|                                |   |      |      |     |    |        |
|--------------------------------|---|------|------|-----|----|--------|
| 1.2 PureTech (75) Touch        | B | 61.4 | 12.9 | 105 | 9  | £12990 |
| 1.2 PureTech (82) Touch        | B | 61.4 | 12.9 | 105 | 9  | £13490 |
| 1.6 BlueHDi (100) Touch        | A | 83.1 | 10.7 | 87  | 18 | £15490 |
| 1.2 PureTech (82) Feel         | B | 61.4 | 12.9 | 105 | 9  | £14690 |
| 1.2 PureTech (82) S&S ETG Feel | A | 65.7 | 15.0 | 98  | 7  | £15390 |
| 1.2 PureTech (110) S&S Feel    | B | 60.1 | 9.3  | 107 | 15 | £15890 |

|                          |   |      |      |    |    |        |
|--------------------------|---|------|------|----|----|--------|
| 1.6 BlueHDi (100) Feel   | A | 83.1 | 10.7 | 87 | 18 | £16690 |
| 1.6 e-HDi (92) ETG6 Feel | A | 80.7 | 11.4 | 92 | 16 | £16890 |

Flair: add £1400 to Feel

#### DS 4 - 4275x1810mm, EURO-NCAP N/A DRIVER POWER POS: 123rd

|                          |   |      |      |     |    |        |
|--------------------------|---|------|------|-----|----|--------|
| 1.6 e-HDi (115) D5ign    | C | 60.1 | 12.4 | 113 | 18 | £19425 |
| 1.6 e-HDi (115) D5ign    | C | 64.0 | 12.4 | 113 | 18 | £21975 |
| 1.6 VTI (120) D5ign      | F | 46.0 | 12.2 | 144 | 14 | £18755 |
| 1.6 THP (200) D5ign      | F | 44.0 | 8.5  | 149 | 31 | £23405 |
| 1.6 THP (160) ETG6 D5ign | I | 49.0 | 9.9  | 178 | 21 | £21765 |
| 1.6 VTI (120) D5ign      | F | 46.0 | 12.2 | 144 | 15 | £19905 |
| 2.0 HDi (160) D5ign      | E | 55.0 | 9.3  | 134 | 24 | £23700 |
| 2.0 HDi (160) D5ign      | E | 55.0 | 9.3  | 134 | 23 | £22700 |

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

#### DS - 4779x1860mm, EURO-NCAP N/A DRIVER POWER POS: 112th

|                                |   |      |      |     |    |        |
|--------------------------------|---|------|------|-----|----|--------|
| 1.6 HDi (115) VTR Techno Pack  | D | 56.5 | 11.6 | 125 | 20 | £21670 |
| 2.0 HDi (160) VTR+ Techno Pack | D | 57.6 | 9.1  | 129 | 25 | £24070 |
| 2.0 HDi (160) Exclusive Techno | D | 57.6 | 9.1  | 129 | 25 | £25670 |

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

#### DS 5 - 4530x1871mm, EURO-NCAP N/A DRIVER POWER POS: 106th

|                                  |   |      |      |     |    |        |
|----------------------------------|---|------|------|-----|----|--------|
| 1.6 BlueHDi (120) D5ign          | B | 64.2 | 12.2 | 102 | 21 | £23260 |
| 1.6 e-HDi (115) ETG6 D5ign       | C | 64.2 | 12.2 | 118 | 22 | £25890 |
| 1.6 BlueHDi (120) D5ign          | B | 64.2 | 12.2 | 105 | 22 | £25890 |
| 2.0 HDi (160) D5ign              | E | 55.4 | 8.5  | 133 | 24 | £26895 |
| 2.0 HDi auto Hybrid4 (200) D5ign | B | 68.9 | 8.3  | 107 | 27 | £31600 |
| 1.6 THP (200) D5ign              | D | 42.2 | 8.5  | 155 | 27 | £28920 |
| 2.0 HDi (160) D5ign              | E | 55.4 | 8.5  | 133 | 24 | £28955 |
| 1.6 BlueHDi (180) auto D5ign     | C | 64.2 | 9.2  | 118 | 30 | £31580 |
| 2.0 HDi auto Hybrid4 (200) D5ign | B | 68.9 | 8.3  | 107 | 28 | £33700 |

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

#### Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A DRIVER POWER POS: 126th

|                         |   |      |      |     |    |        |
|-------------------------|---|------|------|-----|----|--------|
| 1.6 VTI (95) VT         | C | 42.0 | 13.8 | 155 | 5  | £13285 |
| 1.6 HDi (75) VTR        | E | 53.3 | 14.3 | 135 | 4  | £14655 |
| 1.6 HDi (90) VTR        | E | 53.3 | 14.3 | 135 | 7  | £15105 |
| 1.6 e-HDi (90) ETG6 VTR | C | 58.4 | 14.3 | 120 | 9  | £15875 |
| 1.6 HDi (90) XTR        | E | 53.3 | 14.3 | 135 | 8  | £17155 |
| 1.6 e-HDi (90) XTR      | E | 58.4 | 14.3 | 120 | 9  | £17525 |
| 1.6 HDi (115) XTR       | E | 53.3 | 12.1 | 134 | 10 | £17905 |

#### C3 Picasso - 4078x1730mm, EURO-NCAP N/A DRIVER POWER POS: 108th

|                         |   |      |      |     |    |        |
|-------------------------|---|------|------|-----|----|--------|
| 1.4 VTI (95) VT         | F | 44.8 | 12.2 | 145 | 10 | £13080 |
| 1.6 HDi (115) Exclusive | D | 58.8 | 11.2 | 125 | 15 | £18050 |
| 1.6 HDi (90) Exclusive  | B | 67.2 | 13.5 | 107 | 10 | £17330 |
| 1.6 HDi (90) VTR+       | B | 67.2 | 13.5 | 107 | 10 | £16230 |
| 1.6 VTI (120) ETG6 VTR+ | E | 47.1 | 11.5 | 137 | 13 | £16715 |
| 1.6 VTI (120) Exclusive | F | 44.1 | 10.9 | 149 | 13 | £17095 |

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

|                             |   |      |      |     |    |        |
|-----------------------------|---|------|------|-----|----|--------|
| 1.6 VTI (120) VTR           | F | 44.8 | 12.6 | 145 | 13 | £17760 |
| 1.6 HDi (90) VTR            | A | 67.3 | 12.9 | 110 | 15 | £18450 |
| 1.6 VTI (120) VTR+          | F | 44.8 | 12.3 | 145 | 15 | £19020 |
| 1.6 HDi (90) VTR+           | B | 67.3 | 12.9 | 110 | 15 | £19710 |
| 1.6 e-HDi (115) ETG6 VTR+   | A | 74.3 | 13.7 | 98  | 15 | £20410 |
| 1.6 e-HDi (115) VTR+        | B | 70.6 | 11.8 | 105 | 18 | £20510 |
| 1.6 THP (165) Exclusive     | D | 50.4 | 8.4  | 130 | 21 | £22670 |
| 1.6 e-HDi (115) Exclusive   | B | 70.6 | 11.8 | 105 | 17 | £21810 |
| 2.0 BlueHDi (150) Exclusive | B | 67.3 | 9.8  | 102 | 24 | £23010 |

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

#### Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

|                             |   |      |      |     |    |        |
|-----------------------------|---|------|------|-----|----|--------|
| 1.6 VTI (120) VTR           | F | 44.8 | 12.6 | 145 | 13 | £19460 |
| 1.6 HDi (90) VTR            | A | 67.3 | 12.9 | 98  | 15 | £20850 |
| 1.6 VTI (120) VTR+          | F | 44.8 | 12.3 | 145 | 13 | £20720 |
| 1.6 HDi (90) VTR+           | B | 67.3 | 12.9 | 105 | 15 | £22110 |
| 1.6 e-HDi (115) ETG6 VTR+   | A | 74.3 | 13.7 | 98  | 15 | £22710 |
| 1.6 e-HDi (115) VTR+        | B | 70.6 | 11.8 | 104 | 18 | £22210 |
| 1.6 THP (165) Exclusive     | D | 50.4 | 8.7  | 130 | 20 | £24370 |
| 1.6 e-HDi (115) Exclusive   | B | 70.6 | 11.8 | 105 | 18 | £23510 |
| 2.0 BlueHDi (150) Exclusive | B | 67.3 | 9.8  | 102 | 24 | £24710 |

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

### DACIA

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Warranty: 3 years/60000 miles

#### Sandero - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

|                       |   |      |      |     |   |       |
|-----------------------|---|------|------|-----|---|-------|
| 1.2 16v (75) Access   | E | 48.7 | 14.5 | 135 | 2 | £5995 |
| 1.2 16v (75) Ambiance | E | 48.7 | 14.5 | 135 | 2 | £6795 |
| 0.9 Tce (90) Ambiance | C | 56.5 | 11.1 | 116 | 6 | £7595 |
| 1.5 dCi (90) Ambiance | A | 74.3 | 12.1 | 99  | 8 | £8595 |

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

#### Sandero Stepway - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

|                       |   |      |      |     |    |       |
|-----------------------|---|------|------|-----|----|-------|
| 0.9 Tce (90) Ambiance | D | 52.3 | 11.1 | 124 | 7  | £8395 |
| 1.5 dCi (90) Ambiance | B | 70.6 | 12.1 | 105 | 10 | £9395 |

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate





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|                            | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|----------------------------|----------|------|---------|-----------------|-----------------|------------|
| 1.6 (105) Powershift Zetec | F        | 44.1 | 12.1    | 149             | 10              | £16595     |
| 1.5 TDCi (75) Zetec        | B        | 68.9 | 16.5    | 109             | 8               | £16295     |
| 1.6 TDCi (95) Zetec        | B        | 70.6 | 13.9    | 104             | 11              | £16795     |

Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

|   |   |      |      |     |    |        |
|---|---|------|------|-----|----|--------|
| <b>C-MAX - 4380x1820mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: 80th</b>               |   |      |      |     |    |        |
| 1.6 Ti-VCT (105) Zetec                      | F | 44.1 | 12.6 | 149 | 11 | £17655 |
| 1.0T EcoBoost (100) Zetec                   | C | 55.4 | 12.6 | 117 | 10 | £18150 |
| 1.0T EcoBoost (125) Zetec                   | C | 55.4 | 11.4 | 117 | 13 | £18650 |
| 1.6 TDCi (115) Zetec                        | C | 62.8 | 11.3 | 117 | 16 | £19150 |
| 1.0T EcoBoost (100) Titanium                | C | 55.4 | 12.6 | 117 | 10 | £19650 |
| 1.0T EcoBoost (125) Titanium                | C | 55.4 | 11.4 | 117 | 13 | £20150 |
| 1.6T EcoBoost (150) Titanium                | F | 45.6 | 9.4  | 144 | 19 | £20855 |
| 1.6 TDCi (115) Titanium                     | C | 62.8 | 11.3 | 117 | 16 | £20650 |
| 2.0 TDCi (140) Titanium                     | D | 57.7 | 9.6  | 125 | 20 | £21725 |
| 1.6T EcoBoost (182) Titanium X              | F | 45.6 | 8.5  | 144 | 19 | £23605 |
| 2.0 TDCi (163) Titanium X                   | D | 57.7 | 8.6  | 129 | 20 | £24225 |

Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium, Grand C-MAX: add £1590 (selected models)

|   |   |      |      |     |     |        |
|---|---|------|------|-----|-----|--------|
| <b>S-MAX - 4796x1916mm, EURO-NCAP N/A</b> |   |      |      |     |     |        |
| <b>DRIVER POWER POS: N/A</b>              |   |      |      |     |     |        |
| 1.5 EcoBoost (160) Zetec                  | F | 43.5 | 9.9  | 149 | N/A | £24545 |
| 2.0 TDCi (120) Zetec                      | D | 56.5 | 13.4 | 129 | N/A | £25245 |
| 2.0 TDCi (150) Zetec                      | D | 56.5 | 10.8 | 129 | N/A | £25995 |
| 1.5 EcoBoost (160) Titanium               | F | 43.5 | 9.9  | 149 | N/A | £26245 |
| 2.0 TDCi (150) Titanium                   | D | 56.5 | 10.8 | 129 | N/A | £27695 |
| 2.0 TDCi (180) Titanium                   | D | 56.5 | 9.7  | 129 | N/A | £28445 |
| 2.0 EcoBoost (240) auto Titanium          | I | 35.8 | 8.4  | 180 | N/A | £31300 |
| 2.0 TDCi (210) auto Titanium Sport        | F | 51.4 | 8.8  | 144 | N/A | £32260 |
| 2.0 TDCi (180) auto Titanium Spt          | F | 48.7 | 10.5 | 149 | N/A | £32945 |

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

|                                    |   |      |      |     |     |        |
|------------------------------------|---|------|------|-----|-----|--------|
| <b>Galaxy - , EURO-NCAP N/A</b>    |   |      |      |     |     |        |
| <b>DRIVER POWER POS: N/A</b>       |   |      |      |     |     |        |
| 1.5 EcoBoost (160) Zetec           | F | 43.5 | 10.0 | 149 | N/A | £26445 |
| 2.0 TDCi (120) Zetec               | D | 56.5 | 13.6 | 129 | N/A | £27595 |
| 2.0 TDCi (150) Zetec               | D | 56.5 | 10.9 | 129 | N/A | £28345 |
| 1.5 EcoBoost (160) Titanium        | F | 43.5 | 10.0 | 149 | N/A | £28595 |
| 2.0 TDCi (150) Titanium            | D | 56.5 | 10.9 | 129 | N/A | £29995 |
| 2.0 TDCi (180) Titanium            | D | 56.5 | 9.8  | 129 | N/A | £30795 |
| 2.0 EcoBoost (240) auto Titanium X | I | 50.0 | 8.6  | 180 | N/A | £35205 |
| 2.0 TDCi (210) auto Titanium X     | F | 51.4 | 8.9  | 144 | N/A | £36145 |

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>EcoSport - 4010x1765mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: N/A</b>                   |   |      |      |     |    |        |
| 1.5 (112) Titanium                             | F | 44.8 | 13.3 | 149 | 10 | £14995 |
| 1.0T EcoBoost (125) Titanium                   | D | 53.3 | 12.7 | 125 | 11 | £15995 |
| 1.5 TDCi (91) Titanium                         | C | 61.4 | 14.0 | 120 | 9  | £16495 |

Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>Ranger - 5359x1850mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: N/A</b>                 |   |      |      |     |    |        |
| 2.2 TDCi (125) Double Cab                    | J | 37.2 | 14.9 | 199 | 13 | £22959 |
| 2.2 TDCi (150) Double Cab XL                 | K | 36.2 | 12.3 | 206 | 11 | £23649 |
| 2.2 TDCi (150) Double Cab XLT                | K | 36.2 | 12.3 | 206 | 11 | £25449 |
| 2.2 TDCi (150) Double Cab Limited            | K | 36.2 | 12.3 | 206 | 12 | £27749 |
| 3.2 TDCi (200) Double Cab Limited            | M | 29.1 | 10.3 | 256 | 12 | £28949 |
| 3.2 TDCi (200) Double Cab Wildtrak           | M | 29.1 | 10.3 | 256 | 12 | £30389 |

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>Kuga - 4524x1838mm, EURO-NCAP N/A</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: 110th</b>           |   |      |      |     |    |        |
| 1.5T (150) EcoBoost Zetec FWD            | G | 42.8 | 9.7  | 154 | 20 | £20995 |
| 1.5T (182) EcoBoost auto Zetec AWD       | I | 36.7 | 9.7  | 179 | 21 | £25145 |
| 2.0 TDCi (150) Zetec FWD                 | E | 53.3 | 10.6 | 139 | 20 | £22695 |
| 2.0 TDCi (150) Zetec AWD                 | G | 47.9 | 10.7 | 154 | 21 | £24195 |
| 2.0 TDCi (180) Titanium AWD              | G | 47.9 | 10.7 | 154 | 21 | £26345 |

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

|   |   |      |     |     |    |        |
|---|---|------|-----|-----|----|--------|
| <b>Mustang - 4784x1916mm, EURO-NCAP N/A</b> |   |      |     |     |    |        |
| <b>DRIVER POWER POS: N/A</b>                |   |      |     |     |    |        |
| 2.3T EcoBoost Fastback                      | I | 35.3 | 5.8 | 179 | 21 | £28995 |
| 5.0 V8 GT Fastback                          | M | 20.9 | 4.8 | 299 | 21 | £32995 |

Auto: add £1500, Convertible: add £4000

|  |   |      |      |     |   |        |
|--|---|------|------|-----|---|--------|
| <b>GREAT WALL</b>  |   |      |      |     |   |        |
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| Warranty: 6 years/125000 miles                               |   |      |      |     |   |        |
| <b>Steed - 5040x1800mm, EURO-NCAP N/A</b>                    |   |      |      |     |   |        |
| <b>DRIVER POWER POS: N/A</b>                                 |   |      |      |     |   |        |
| 2.0 (139) S Double Cab                                       | L | 32.8 | 17.0 | 222 | 7 | £17998 |
| 2.0 (139) SE Double Cab                                      | L | 32.8 | 17.0 | 222 | 8 | £20398 |
| 2.0 (139) Tracker Double Cab                                 | L | 32.8 | 17.0 | 222 | 8 | £19198 |

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>HONDA</b>   |   |      |      |     |    |        |
| www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196 |   |      |      |     |    |        |
| Warranty: 3 years/50000 miles                            |   |      |      |     |    |        |
| <b>Jazz - 3900x1695mm, EURO-NCAP ★★★★★</b>               |   |      |      |     |    |        |
| <b>DRIVER POWER POS: 84th</b>                            |   |      |      |     |    |        |
| 1.2 i-VTEC S   | D | 53.0 | 12.5 | 123 | 13 | £11695 |
| 1.2 i-VTEC SE  | D | 52.0 | 12.5 | 125 | 14 | £13395 |
| 1.3 iMA Hybrid auto HE                                   | B | 63.0 | 12.1 | 104 | 13 | £17150 |
| 1.3 iMA Hybrid auto HS                                   | B | 63.0 | 12.1 | 104 | 13 | £17650 |
| 1.3 iMA Hybrid auto HX                                   | B | 63.0 | 12.3 | 104 | 13 | £19250 |
| 1.4 i-VTEC ES Plus                                       | D | 51.0 | 11.5 | 126 | 16 | £14895 |
| 1.4 i-VTEC EX  | D | 50.0 | 11.8 | 129 | 16 | £15995 |
| 1.4 i-VTEC SI  | D | 51.0 | 11.5 | 128 | 16 | £14995 |

Auto: add £1100 to 1.4, Tspec: add £995 to S, SE, ES, EX, EXL and iMA

|   |   |      |      |     |    |        |
|---|---|------|------|-----|----|--------|
| <b>Civic - 4300x1770mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: 41st</b>               |   |      |      |     |    |        |
| 1.4 i-VTEC S                                | D | 52.3 | 13.4 | 129 | 8  | £15975 |
| 1.8 i-VTEC S                                | E | 48.7 | 9.1  | 137 | 16 | £17635 |
| 1.8 i-VTEC SE Plus                          | F | 46.3 | 9.1  | 145 | 16 | £19565 |
| 1.8 i-VTEC SR                               | F | 46.3 | 9.1  | 145 | 17 | £22135 |
| 1.8 i-VTEC Sport                            | F | 46.3 | 9.1  | 145 | 17 | £19615 |
| 1.6 i-DTEC S                                | A | 78.5 | 10.5 | 94  | 18 | £18775 |
| 1.6 i-DTEC SE Plus                          | A | 78.5 | 10.5 | 94  | 18 | £20570 |
| 1.6 i-DTEC Sport                            | A | 76.3 | 10.5 | 98  | 18 | £20820 |

|                            |  |  |  |  |  |  |
|----------------------------|--|--|--|--|--|--|
| <b>1.6 i-DTEC SR</b>       |  |  |  |  |  |  |
| <b>2.0T VTEC Type R GT</b> |  |  |  |  |  |  |
| <b>2.0T VTEC Type R GT</b> |  |  |  |  |  |  |

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

|  |   |      |      |     |     |        |
|--|---|------|------|-----|-----|--------|
| <b>HR-V - 4294x1772mm, EURO-NCAP N/A</b> |   |      |      |     |     |        |
| <b>DRIVER POWER POS: N/A</b>             |   |      |      |     |     |        |
| 1.5 i-VTEC (130) S                       | D | 50.4 | 10.7 | 130 | N/A | £17995 |
| 1.5 i-VTEC (130) SE                      | D | 50.4 | 10.7 | 130 | N/A | £19745 |
| 1.6 i-DTEC (120) S                       | B | 70.6 | 10.1 | 104 | N/A | £19745 |
| 1.6 i-DTEC (120) SE                      | B | 70.6 | 10.1 | 104 | N/A | £21495 |

Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>CR-V - 4570x1820mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: 21st</b>              |   |      |      |     |    |        |
| 2.0 i-VTEC S 2WD                           | H | 39.2 | 10.0 | 168 | 24 | £22340 |
| 2.0 i-VTEC SE 4WD                          | H | 38.2 | 10.2 | 173 | 24 | £25610 |
| 2.0 i-VTEC SR 4WD                          | I | 37.2 | 10.2 | 177 | 25 | £28590 |
| 2.0 i-VTEC EX 4WD                          | I | 37.2 | 10.2 | 177 | 25 | £30435 |
| 1.6 i-DTEC (120) S 2WD                     | C | 64.2 | 11.2 | 115 | 24 | £23400 |
| 1.6 i-DTEC (120) SR 2WD                    | C | 62.8 | 11.2 | 119 | 25 | £28495 |
| 1.6 i-DTEC (160) SE 4WD                    | D | 57.7 | 9.6  | 129 | 24 | £27570 |
| 1.6 i-DTEC (160) SR 4WD                    | E | 55.4 | 9.8  | 133 | 24 | £30625 |
| 1.6 i-DTEC (160) EX 4WD                    | E | 55.4 | 9.9  | 133 | 25 | £32470 |

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

|  |   |      |      |     |   |        |
|--|---|------|------|-----|---|--------|
| <b>HYUNDAI</b>   |   |      |      |     |   |        |
| www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162 |   |      |      |     |   |        |
| Warranty: 5 years/unlimited miles                        |   |      |      |     |   |        |
| <b>i10 - 3665x1660mm, EURO-NCAP ★★★★★</b>                |   |      |      |     |   |        |
| <b>DRIVER POWER POS: 3rd</b>                             |   |      |      |     |   |        |
| 1.0 S  | B | 60.1 | 14.9 | 108 | 1 | £8595  |
| 1.0 S Air  | B | 60.1 | 14.9 | 108 | 1 | £9260  |
| 1.0 SE   | B | 60.1 | 14.9 | 108 | 1 | £9660  |
| 1.2 SE   | C | 57.6 | 12.3 | 114 | 4 | £10160 |
| 1.0 SE Blue Drive  | A | 65.7 | 15.1 | 98  | 1 | £9910  |
| 1.0 Premium  | B | 60.1 | 14.9 | 108 | 1 | £10360 |
| 1.2 Premium  | C | 57.6 | 12.3 | 114 | 4 | £10860 |

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

|   |   |      |      |     |    |        |
|---|---|------|------|-----|----|--------|
| <b>i20 - 4035x1734mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: N/A</b>              |   |      |      |     |    |        |
| 1.2 (75) S Sdr                            | C | 58.9 | 13.6 | 112 | 5  | £10695 |
| 1.1 CRDi (75) S Blue Sdr                  | A | 88.3 | 16.0 | 84  | 6  | £12445 |
| 1.2 (84) SE Sdr                           | C | 55.4 | 13.1 | 119 | 6  | £12725 |
| 1.4 (100) SE Sdr                          | D | 51.4 | 11.6 | 127 | 10 | £13325 |
| 1.1 CRDi (75) SE Sdr                      | B | 70.6 | 16.0 | 103 | 6  | £14225 |
| 1.4 CRDi (90) SE Sdr                      | B | 68.9 | 12.1 | 106 | 10 | £14725 |
| 1.2 (84) Premium Sdr                      | C | 55.4 | 13.1 | 119 | 7  | £13725 |
| 1.4 (100) Premium Sdr                     | D | 51.4 | 11.6 | 127 | 10 | £15325 |
| 1.4 CRDi (90) Premium Sdr                 | B | 68.9 | 12.1 | 106 | 12 | £15725 |

Auto: add £900 to 1.4 (100), S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

|   |   |      |      |     |     |        |
|---|---|------|------|-----|-----|--------|
| <b>i30 - 4300x1780mm, EURO-NCAP ★★★★★</b> |   |      |      |     |     |        |
| <b>DRIVER POWER POS: N/A</b>              |   |      |      |     |     |        |
| 1.4 (100) S Sdr                           | E | 47.1 | 13.2 | 138 | N/A | £15195 |
| 1.6 CRDi (110) Blue Drive S Sdr           | A | 78.4 | 11.5 | 94  | N/A | £17195 |
| 1.4 (100) SE Sdr                          | E | 47.1 | 13.2 | 138 | N/A | £16495 |
| 1.6 (120) auto SE Sdr                     | G | 41.5 | 11.9 | 158 | N/A | £17895 |
| 1.6 CRDi (110) Blue Drive SE Sdr          | A | 78.4 | 11.5 | 94  | N/A | £18495 |
| 1.6 (120) Premium Sdr                     | F | 44.8 | 11.9 | 145 | N/A | £20295 |
| 1.6 CRDi (136) Premium Sdr                | B | 70.6 | 10.2 | 104 | N/A | £22295 |
| 1.6T-GDi (186) Turbo SE Sdr               | H | 38.7 | 8.0  | 169 | N/A | £22495 |

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

|  |   |      |     |     |     |        |
|--|---|------|-----|-----|-----|--------|
| <b>i40 - 4740x1770x1815mm, EURO-NCAP ★★★★★</b> |   |      |     |     |     |        |
| <b>DRIVER POWER POS: 85th</b>                  |   |      |     |     |     |        |
| 1.7 CRDi (115) BD S                            | B | 66.0 | N/A | 110 | N/A | £19600 |
| 1.7 CRDi (141) BD S                            | C | 63.0 | N/A | 114 | N/A | £20400 |
| 1.7 CRDi (115) BD SE Nav                       | B | 66.0 | N/A | 110 | N/A | £21600 |
| 1.7 CRDi (141) BD SE Nav                       | C | 63.0 | N/A | 114 | N/A | £22400 |
| 1.7 CRDi (115) BD Premium                      | C | 66.0 | N/A | 118 | N/A | £25600 |
| 1.7 CRDi (141) DCT BD Premium                  | D | 43.0 | N/A | 129 | N/A | £27500 |

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

|  |   |      |      |     |    |        |
|--|---|------|------|-----|----|--------|
| <b>ix20 - 4100x1765mm, EURO-NCAP ★★★★★</b> |   |      |      |     |    |        |
| <b>DRIVER POWER POS: N/A</b>               |   |      |      |     |    |        |
| 1.4 Active                                 | D | 50.0 | 12.9 | 130 | 8  | £13665 |
| 1.4 Classic                                | D | 50.0 | 12.9 | 130 | 7  | £12515 |
| 1.4 Style                                  | D | 50.0 | 12.9 | 130 | 8  | £14615 |
| 1.4 CRDi Classic                           | C | 66.0 | 14.5 | 114 | 9  | £13835 |
| 1.4 CRDi Active                            | C | 64.0 | 11.5 | 117 | 9  | £15385 |
| 1.6 CRDi Style                             | C | 64.0 | 11.5 | 117 | 9  | £16335 |
| 1.6 auto Active                            | G | 44.0 | 12.2 | 154 | 10 | £15010 |
| 1.6 auto Style                             | G | 44.0 | 12.2 | 154 | 10 | £15960 |

|  |   |     |      |   |     |        |
|--|---|-----|------|---|-----|--------|
| <b>ix35 - 4410x1820mm, EURO-NCAP ★★★★★</b> |   |     |      |   |     |        |
| <b>DRIVER POWER POS: 124th</b>             |   |     |      |   |     |        |
| 100kW Fuel Cell EV                         | A | N/A | 12.5 | 0 | N/A | £53105 |

Auto: add £1465 to 2.0 CRDi, iSG: add £180 to 1.6 GDi, Premium Panorama: add £800 to Premium

|   |   |      |      |     |     |        |
|---|---|------|------|-----|-----|--------|
| <b>Tucson - 4475x1850mm, EURO-NCAP N/A</b>  |   |      |      |     |     |        |
| <b>DRIVER POWER POS: N/A</b>  |   |      |      |     |     |        |
| 1.6 GDi (132) iSG S   | F | 44.8 | 11.5 | 147 | N/A | £18695 |
| 1.7 CRDi (116) iSG S  | C | 61.7 | 13.7 | 119 | N/A | £20195 |
| 2.0 CRDi (136) iSG SE Nav   | D | 58.9 | 10.6 | 127 | N/A | £24195 |
| 2.0 CRDi (185) 4WD SE Nav   | G | 47.9 | 9.9  | 154 | N/A | £26695 |
| 2.0 CRDi (136) iSG Premium  | C | 61.7 | 13.7 | 119 | N/A | £25045 |
| 2.0 CRDi (136) iSG Premium  | D | 58.9 | 10.6 | 127 | N/A | £26645 |
| 2.0 CRDi (185) 4WD Premium  | G | 47.9 | 9.9  | 154 | N/A | £28495 |
| 1.6 T-GDi (177) 4WD Premium   | I | 37.2 | 9.5  | 177 | N/A | £28945 |
| Auto: add £1350 to 2.0 CRDi 4WD, add £1450 to 1.6 T-GDi SE, add £1800 to SE, 4WD; add £1630, Premium SE; add £1900 to Premium (not 1.7 CRDi). |   |      |      |     |     |        |



Auto: add £1705 to 4WD models, Seven seats: add £1200

**Genesis** - 4990x1890mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.8 V6 GDI Genesis **M** 25.2 6.5 261 42 **£47995**

## INFINITI

www.infiniti.co.uk / Dealers: 10  
Warranty: 3 years/60000 miles

**Q50** - 4790-4800x1820mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.2d Q50 SE **C** 64.2 8.5 114 39 **£27950**  
2.2d Q50 Premium **C** 64.2 8.5 114 40 **£30350**  
2.2d Q50 Sport **C** 64.2 8.5 114 40 **£32720**  
3.5 V6 auto Q50 Hybrid **F** 45.6 5.1 144 42 **£40005**  
3.5 V6 auto Q50 Hybrid AWD **G** 41.5 5.4 159 42 **£41630**  
Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

**Q60** - 4655-4780x1770-1850mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.7 V6 auto Q60 Conv GT Prem **M** 24.8 6.4 264 48 **£45730**  
3.7 V6 auto Q60 Coupe GT **L** 26.9 5.9 246 45 **£36780**  
3.7 V6 auto Q60 Coupe S **L** 26.9 5.9 246 45 **£38670**  
3.7 V6 auto Q60 Coupe S Prem **L** 26.9 5.9 246 45 **£41860**

**Q70** - 4945x1845mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.5 V6 auto Q70 Premium Hybrid **F** 45.6 5.3 145 43 **£42500**  
2.2d auto Q70 Premium **D** 57.6 8.9 129 35 **£32650**  
2.2d auto Q70 Sport **D** 57.6 8.9 129 35 **£35850**  
3.7 V6 auto Q70 Sport Tech **L** 27.7 6.2 235 42 **£44100**  
Tech spec: add £4100 to Premium, £2350 to Sport

**QX50** - 4635-4645x1800mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0d V6 auto QX50 **K** 33.2 7.9 224 46 **£34488**  
3.0d V6 auto QX50 GT **K** 33.2 7.9 224 46 **£38963**  
3.7 V6 auto QX50 GT **M** 25.0 6.4 265 46 **£38449**  
Premium spec: add £3598 to GT models

**QX70** - 4865x1925mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0d V6 auto QX70 GT **K** 32.8 8.3 225 47 **£42370**  
3.0d V6 auto QX70S **K** 32.8 8.3 225 47 **£44470**  
3.7 V6 auto QX70 GT **M** 23.0 6.8 282 50 **£42525**  
3.7 V6 auto QX70S **M** 23.0 6.8 282 47 **£44625**  
5.0 V8 auto QX70S Premium **M** 22.0 5.8 307 50 **£54025**  
Premium spec: add £4450 to GT and S models

## ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97  
Warranty: 5 years/125000 miles

**D-Max** - 5295x1860mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.5D Elger Double Cab **J** 38.7 N/A 194 9 **£23042**  
2.5D Yukon Double Cab **J** 38.7 N/A 194 9 **£24242**  
2.5D Blade Double Cab **J** 38.7 N/A 194 9 **£29938**  
2.5D Utah Double Cab **J** 38.7 N/A 194 9 **£26043**  
Auto: add £1200 to Yukon, Utah

## JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97  
Warranty: 3 years/unlimited miles

**XE** - 4672x1850mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0d (163) SE **A** 75.0 7.9 99 22 **£29775**  
2.0d (163) R-Sport **A** 75.0 7.9 99 24 **£32325**  
2.0d (163) Portfolio **A** 75.0 7.9 99 24 **£32975**  
2.0d (180) SE **B** 67.3 7.4 109 25 **£30275**  
2.0d (180) R-Sport **B** 67.3 7.4 109 27 **£33025**  
2.0d (180) Portfolio **B** 67.3 7.4 109 27 **£33675**  
2.0i (200) auto SE **I** 37.7 7.1 179 24 **£26995**  
2.0i (200) auto R-Sport **I** 37.7 7.1 179 27 **£29745**  
2.0i (240) auto R-Sport **I** 37.7 6.5 179 29 **£33945**  
2.0i (240) auto Portfolio **I** 37.7 6.5 179 29 **£33745**  
3.0i S/C (340) auto S **J** 34.9 4.9 194 35 **£44870**  
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

**XF** - 4954x1987mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0d (163) Prestige **B** 71.7 8.2 104 N/A **£32300**  
2.0d (163) R-Sport **B** 71.7 8.2 104 N/A **£34200**  
2.0d (163) Portfolio **B** 71.7 8.2 104 N/A **£36400**  
2.0d (180) Prestige **C** 65.7 7.5 114 N/A **£32800**  
2.0d (180) R-Sport **C** 65.7 7.5 114 N/A **£35100**  
2.0d (180) Portfolio **C** 65.7 7.5 114 N/A **£37300**  
3.0d (300) V6 auto S **F** 51.4 5.8 144 N/A **£49950**  
3.0 V6 S/C (380) auto S **J** 34.0 5.1 198 N/A **£49950**  
Auto: add £1750

**XJ** - 5122-5247x1894mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 7th

3.0d V6 auto Luxury **F** 49.6 5.9 149 48 **£58690**  
3.0d V6 auto Premium Luxury **F** 49.6 5.9 149 48 **£62690**  
3.0d V6 auto Portfolio **F** 49.6 5.9 149 49 **£69725**  
3.0d V6 auto R-Sport **F** 49.6 5.9 149 49 **£71625**  
3.0 V6 S/C auto Portfolio **K** 31.0 5.7 224 49 **£74185**  
3.0 V6 S/C auto R-Sport **K** 31.0 5.7 224 49 **£76085**  
5.0 V8 S/C auto LWB Autobiog **M** 25.5 4.7 264 50 **£100000**  
5.0 V8 S/C auto XJR **M** 25.5 4.4 264 50 **£92405**  
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0d R-Sport

**F-Type** - 4470x1923mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 34th

3.0 V6 S/C (340) Coupe **L** 28.8 5.5 234 50 **£51250**  
3.0 V6 S/C (380) S Coupe **L** 28.8 5.3 234 50 **£60250**  
5.0 V8 S/C (550) auto R Coupe **L** 26.4 4.0 255 50 **£86800**  
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

## JEEP

www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73  
Warranty: 3 years/60000 miles

**Renegade** - 4236x1805mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6 eTorq (110) Sport **F** 47.1 11.8 141 8 **£16995**  
1.6 eTorq (110) Longitude **F** 47.1 11.8 141 9 **£18595**  
1.6 Multijet (120) Sport **C** 61.4 10.2 120 13 **£18695**  
1.4T MultiAir (140) Longitude **E** 47.1 10.9 140 10 **£19795**  
1.6 Multijet (120) Longitude **C** 61.4 10.2 120 13 **£20295**  
2.0 Multijet (140) 4WD Longitude **E** 55.4 9.5 134 15 **£22795**  
2.0 M'jet (170) auto 4WD Low Ltd **G** 48.7 8.9 151 15 **£26595**  
2.0 M'jet (170) aut 4WD Trailhawk **G** 48.7 8.9 151 15 **£27995**  
Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

**Wrangler** - 4223-4751x1873-1877mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.8 CRD auto Sahara 2dr **K** 34.9 10.6 213 24 **£29010**  
2.8 CRD auto Overland 2dr **K** 34.9 10.6 213 25 **£31160**  
2.8 CRD auto Sahara 4dr **K** 34.0 10.7 217 24 **£30680**  
2.8 CRD auto Overland 4dr **K** 34.0 10.7 217 25 **£32830**  
Wrangler Special Order programme: prices from £29025-£33445

**Cherokee** - 4623x1859mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 Multijet (140) Longitude **E** 53.3 10.9 139 26 **£25495**  
2.0 Multijet (140) Longitude 4x4 **F** 50.4 12.0 147 26 **£27495**  
2.0 M'jet (170) L'tude 4x4 auto **G** 48.7 10.3 154 27 **£29995**  
3.2 V6 Trailhawk 4x4 auto **K** 29.4 8.4 223 35 **£34245**  
Longitude Plus: add £2200, Limited: add £5700

**Grand Cherokee** - 4822x1943mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 35th

3.0 CRD V6 auto Laredo **J** 37.7 10.2 198 36 **£37705**  
3.0 CRD V6 auto Limited **J** 37.7 8.2 198 40 **£39705**  
3.0 CRD V6 auto Limited+ **J** 37.7 8.2 198 40 **£42705**  
3.0 CRD V6 auto Overland **J** 37.7 8.2 198 41 **£46405**  
3.0 CRD V6 auto Summit **J** 37.7 8.2 198 43 **£50205**  
6.4 V8 HEMI auto SRT8 **M** 20.2 5.0 327 50 **£60720**

## KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170  
Warranty: 7 years/100000 miles

**Picanto** - 3595x1595mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 125th

1.0 1.3dr **B** 62.8 14.1 105 2 **£8345**  
1.25 Chilli 3dr **B** 61.4 11.5 106 6 **£11495**  
1.0 2.5dr **B** 62.8 14.1 105 2 **£10145**  
1.25 2.5dr **B** 61.4 11.5 106 5 **£10745**  
1.25 4.5dr **B** 61.4 11.5 106 6 **£11745**  
1.25 4.5dr **B** 61.4 11.5 106 6 **£12295**  
Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

**Rio** - 4045x1720mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 59th

1.25 1.3dr **B** 56.5 12.9 115 2 **£10345**  
1.25 2.3dr **B** 56.5 12.9 115 2 **£12245**  
1.4 2.5dr **B** 56.5 11.0 114 7 **£13045**  
1.4 3.5dr **B** 56.5 11.0 114 7 **£14445**  
1.4 CRDi 3 ISG 3dr **A** 74.3 13.4 98 6 **£15545**  
1.1 CRDi 1 ISG 5dr **A** 85.6 16.1 86 2 **£12245**  
1.1 CRDi 2 ISG 5dr **A** 78.5 15.9 94 2 **£14145**  
1.4 CRDi 2 ISG 5dr **A** 74.3 13.4 98 6 **£14745**  
1.4 ISG 5dr **B** 56.5 11.0 114 7 **£16345**  
1.4 CRDi 4 ISG 5dr **A** 74.3 13.4 98 7 **£17445**  
Auto: add £905 to 1.4 2 and 3.5dr, 5dr: add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

**Soul** - 4140x1800mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.6 GDI Start **G** 41.5 10.6 158 9 **£12800**  
1.6 GDI Connect **G** 41.5 10.6 158 10 **£15000**  
1.6 CRDi Connect **E** 56.5 10.8 132 9 **£16600**  
1.6 GDI Mixx **H** 38.7 10.6 170 11 **£18355**  
1.6 CRDi Mixx **G** 56.5 10.8 132 10 **£21450**  
81kW Soul EV **A** N/A 10.8 0 19 **£24995**  
Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Maxx: add £1800 to Mixx

**Cee'd** - 4260-4310x1790mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 38th

1.4 1.5dr **E** 47.1 12.4 139 7 **£14805**  
1.4 CRDi 1 5dr **B** 68.9 13.0 109 6 **£15895**  
1.6 CRDi 1 ISG 5dr **A** 76.3 11.5 97 12 **£16495**  
1.4 2.5dr **F** 46.3 12.4 143 8 **£16605**  
1.6 GDI 2 ISG 5dr **A** 52.3 9.8 124 12 **£17395**  
1.6 CRDi 2 ISG 5dr **A** 74.3 11.5 100 13 **£18495**  
1.6 GDI 3 ISG 5dr **D** 52.3 9.8 124 12 **£19195**  
1.6 CRDi 3 ISG 5dr **A** 74.3 11.5 100 13 **£20295**  
1.6 GDI 4 Tech ISG 5dr **F** 47.1 9.5 137 13 **£23795**  
1.6 CRDi 4 ISG 5dr **F** 65.7 10.5 112 14 **£21895**  
1.6 pro\_ cee'd VR7 3dr **E** 47.1 12.4 139 9 **£14700**  
1.6 GDI pro\_ cee'd S ISG 3dr **D** 52.3 9.8 124 14 **£16995**  
1.6 CRDi pro\_ cee'd S ISG 3dr **A** 74.3 11.5 100 13 **£18795**  
1.6 GDI pro\_ cee'd SE ISG 3dr **E** 47.1 9.5 137 15 **£19705**  
1.6 CRDi pro\_ cee'd SE ISG 3dr **C** 65.7 10.5 112 13 **£20795**  
1.6 T-GDI pro\_ cee'd GT 3dr **H** 38.2 7.4 171 29 **£20000**  
1.6 T-GDI pro\_ cee'd GT Tech 3dr **H** 38.2 7.4 171 30 **£22700**  
Auto: add £1310 to 1.6 GDI 3 and 4, add £1110 to 1.6 CRDi 2, Cee'd GT: add £500 to pro\_ cee'd GT, Sportswagon: add £1200, VR7: add £595 to 1.4 and 1.4 CRDi Cee'd 1, SR7: add £845 to Cee'd 1, SE Tech: add £2100 to pro\_ cee'd SE

**Optima** - 4845x1830mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.7 CRDi 1 ISG **D** 57.6 10.2 128 17 **£19995**  
1.7 CRDi 2 ISG **D** 57.6 10.2 128 17 **£22895**  
1.7 CRDi 3 ISG **D** 57.6 10.2 128 17 **£25795**  
Auto: add £1550 to 2 and 3

**Venga** - 4068x1765mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 197th

1.4 CRDi 1 **C** 63.0 14.0 119 11 **£13095**  
1.4 ISG 1 **D** 50.0 12.4 130 7 **£11795**  
1.4 ISG 2 **D** 50.0 12.4 130 8 **£13695**  
1.4 CRDi 2 **C** 63.0 14.0 119 11 **£14995**  
1.6 CRDi ISG 3 **C** 64.0 11.1 117 14 **£17175**  
1.6 ISG 3 **E** 48.0 10.6 139 12 **£15890**  
Auto: add £1100 to 1.6 petrol

**Carens** - 4525x1805mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.6 GDI ISG 1 **F** 44.1 10.9 149 13 **£17995**  
1.7 CRDi (114) ISG 1 **D** 60.1 12.6 124 12 **£19390**  
1.6 GDI ISG 2 **F** 44.1 10.9 149 13 **£19490**  
1.7 CRDi (114) ISG 2 **D** 60.1 12.6 124 12 **£20795**  
1.7 CRDi (134) auto 2 **C** 46.3 11.6 159 16 **£22200**  
1.7 CRDi (134) ISG 3 **E** 56.4 10.0 132 16 **£24100**

**Sportage** - 4440x1855mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 122nd

1.6 GDI 1 **F** 44.0 11.1 149 10 **£17500**  
1.6 GDI 2 **F** 44.0 11.1 149 10 **£19800**  
1.7 CRDi ISG 1 **E** 54.0 12.3 135 10 **£19100**  
1.7 CRDi ISG 2 **E** 54.0 12.3 135 10 **£21200**  
1.7 CRDi ISG 3 **F** 52.0 12.3 143 12 **£23100**  
1.7 CRDi ISG 4 **F** 52.0 12.3 143 12 **£25000**  
2.0 CRDi KX-1 AWD **F** 50.0 10.7 149 14 **£21500**  
2.0 CRDi KX-2 AWD **F** 50.0 10.7 149 14 **£23600**  
2.0 CRDi KX-3 AWD **G** 47.0 11.3 156 15 **£25500**  
2.0 CRDi (181) KX-4 AWD **J** 46.3 9.4 158 19 **£28200**  
Auto: add £1305 to 2.0 CRDi

**Sorento** - 4780x1890mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.2 CRDi KX-1 **F** 49.6 9.0 149 24 **£28795**  
2.2 CRDi KX-2 **G** 46.3 9.0 161 25 **£31995**  
2.2 CRDi auto KX-2 **I** 42.2 9.6 177 25 **£33745**  
KX-3: add £3850 to KX-2, KX-4: add £7250 to KX-2 auto

## LAMBORGHINI

www.lamborghini.co.uk / Brochure: 020 7589 1472 / Dealers: 6  
Warranty: 3 years/unlimited miles

**Huracan** - 4459x1924mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

5.2 V10 LP610-4 **M** 22.6 3.2 290 50 **£181875**

**Aventador** - 4780x2030mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.5 V12 LP700-4 **M** 17.7 2.9 370 50 **£264015**  
6.5 V12 LP700-4 Roadster **M** 17.7 3.0 370 50 **£292815**

## LAND ROVER

www.landrover.co.uk / Brochure: 0800 110110 / Dealers: 130  
Warranty: 3 years/unlimited miles

**Defender** - 4599x2069mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.2 TDCi 90 Station Wagon **M** 28.3 14.7 266 N/A **£25530**  
2.2 TDCi 90 County Station Wgn **M** 28.3 14.7 266 N/A **£27570**  
2.2 TDCi 110 Station Wagon **M** 25.7 14.7 295 N/A **£27885**  
2.2 TDCi 110 County Station Wgn **M** 25.5 14.7 295 N/A **£29815**  
2.2 TDCi 90 XS Station Wagon **M** 28.3 14.7 266 N/A **£30770**  
2.2 TDCi 110 XS Station Wagon **M** 25.5 14.7 295 N/A **£33670**

**Discovery Sport** - 4599x2069mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 TD4 (150) SE **D** 57.7 9.8 129 28 **£30695**  
2.0 TD4 (180) SE Tech **E** 53.3 9.8 139 28 **£33895**  
2.0 TD4 (180) HSE **E** 53.3 9.8 139 31 **£37595**  
2.0 TD4 (180) HSE Luxury **E** 53.3 9.8 139 31 **£41195**  
Auto: add £1800, HSE Black: add £1850 to HSE auto



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3.8 V8 auto GTS M 23.9 4.7 274 50 £108185

GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.2 V8 auto M 19.8 5.2 330 50 £82280  
4.7 V8 auto MC Stradale M 18.2 4.5 360 50 £101035  
4.7 V8 Sport M 18.2 4.7 360 50 £94140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.7 V8 auto M 19.5 5.3 337 50 £98340  
4.7 V8 auto MC M 19.5 4.9 337 50 £111770  
4.7 V8 auto Sport M 19.5 5.0 337 50 £103935

### MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170  
Warranty: 3 years/60,000 miles

2 - 4060x1695mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5 (75) SE B 60.1 12.1 110 13 £11995  
1.5 (75) SE-L B 60.1 12.1 110 13 £12995  
1.5 (90) SE-L B 62.8 9.4 105 15 £13995  
1.5 (90) Sport B 62.8 9.4 105 16 £14995  
1.5 (115) Sport Nav C 56.5 8.7 117 19 £15995  
1.5D (105) SE-L A 83.1 10.1 89 15 £15995  
1.5D (105) Sport A 83.1 10.1 89 15 £16995  
Auto: add £1200 to 1.5 (90)

3 - 4465x1795mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 39th

1.5 (100) SE Sdr C 55.4 10.8 119 13 £16995  
2.0 (120) SE Sdr C 55.4 8.9 119 17 £17295  
2.0 (120) Sport Nav Sdr C 55.4 8.9 119 18 £20195  
2.0 (165) Sport Nav Sdr E 48.7 8.2 135 22 £21920  
2.2D (150) SE Sdr D 72.4 8.1 107 23 £19645  
2.2D (150) Sport Nav Sdr D 72.4 8.1 107 24 £22545  
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 49th

2.0 (145) SE D 51.4 9.5 129 18 £19595  
2.0 (165) Sport E 47.9 9.1 135 19 £23495  
2.2D (150) SE B 68.9 9.0 108 21 £22095  
2.2D (150) Sport B 68.9 9.0 108 21 £25295  
2.2D (175) Sport C 62.8 7.8 119 23 £26295  
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6D Sport Venture E 54.3 13.7 138 16 £21895  
2.0 Sport Venture G 40.9 11.0 159 15 £20495

CX-3 - 4275x1785mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.0 (120) ZWD SE E 47.9 9.0 137 N/A £17595  
2.0 (120) ZWD SE-L E 47.9 9.0 137 N/A £18995  
2.0 (120) ZWD Sport Nav E 47.9 9.0 137 N/A £20495  
2.0 (150) 4WD Sport Nav F 44.1 8.7 150 N/A £22495  
1.5D (105) SE B 70.6 10.1 105 N/A £18995  
1.5D (105) SE-L B 70.6 10.1 105 N/A £20395  
1.5D (105) Sport Nav B 70.6 10.1 105 N/A £21895  
Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 64th

2.0 (165) SE-L E 47.1 9.2 139 17 £21595  
2.0 (165) Sport E 47.1 9.2 139 18 £23995  
2.2D (150) SE-L C 61.4 9.2 119 20 £23295  
2.2D (150) SE-L Lux C 61.4 9.2 119 20 £24695  
2.2D (150) Sport C 61.4 9.2 119 21 £25695  
2.2D (175) Sport 4WD E 54.3 8.8 136 23 £27695  
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3890x1730mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.5i SE E 53.3 N/A 139 22 £18495  
1.5i SE-L E 53.3 N/A 139 22 £19245  
1.5i Sport E 53.3 N/A 139 22 £21845  
2.0i SE-L G 40.9 N/A 161 27 £20095  
2.0i Sport G 40.9 N/A 161 27 £22695  
Sport: add £2600 to SE-L

### MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 119th

1.6 A 180 SE D 51.4 9.2 128 18 £20715  
1.6 A 180 Sport E 51.4 9.2 133 18 £21840  
1.6 A 200 Sport E 49.6 8.4 134 23 £23365  
1.9 auto A 250 Engineered AMG F 44.1 6.6 148 34 £29560  
1.5 A 180 CDI ECO SE A 78.5 11.3 92 15 £21965  
1.5 A 180 CDI ECO Sport A 78.5 11.3 92 16 £22785  
1.8 A 200 CDI Sport C 62.8 9.3 118 20 £23860  
2.1 auto A 220 CDI AMG Sport C 64.2 8.2 115 20 £27760  
2.0T auto A 45 AMG G 40.9 4.6 161 43 £38195  
Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 118th

1.6 B 180 SE D 50.4 9.3 129 19 £21500  
1.6 B 200 SE D 50.4 8.6 130 22 £22575  
2.1 auto B 220 CDI 4MATIC Sport D 56.5 8.3 130 19 £28625  
1.5 B 180 CDI ECO SE A 78.5 11.6 94 15 £22575  
1.5 B 180 CDI SE B 68.9 11.6 108 15 £22575  
2.1 B 200 CDI SE C 65.7 9.9 111 19 £23650  
2.1 auto B 220 CDI Sport B 67.3 8.3 109 20 £27125  
132kW ED Sport A N/A 7.9 0 N/A £26950  
132kW ED Electric Art A N/A 7.9 0 N/A £27245  
Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2000 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport C 64.2 9.4 117 25 £26925  
2.1 auto CLA 220 CDI Sport C 62.8 8.2 117 28 £29775  
1.6 CLA 180 Sport D 50.4 9.3 130 24 £24775  
2.0 auto CLA 250 4MATIC AMG Sp G 42.8 6.6 154 35 £33405  
2.0T auto CLA 45 AMG G 39.8 4.6 161 45 £42270  
Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 42nd

2.0 C 200 AMG Line E 53.3 7.5 132 31 £31285  
2.0 C 200 d AMG Line B 68.9 9.7 106 26 £32870  
2.0 C 200 d SE B 72.4 9.7 101 25 £29380  
2.0 C 200 SE D 53.3 7.5 123 29 £27665  
2.1 C 220 d AMG Line B 70.6 7.7 108 31 £33665  
2.1 C 220 d SE B 70.6 7.7 103 29 £30175  
2.1 auto C 250 d AMG Line C 65.7 6.6 117 37 £36320  
2.1 auto C 250 d SE B 65.7 6.6 109 35 £32830  
2.1 auto C 300 h AMG Line A 78.5 6.4 100 37 £38930  
2.0 auto C 350 h Sport A 134.5 5.9 48 38 £33270  
4.0T auto AMG C 63 J 34.5 4.1 192 47 £60600  
4.0T auto AMG C 63 S J 34.5 4.0 192 48 £66810  
Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night D 57.7 8.3 128 39 £37565  
2.1 auto E 220 BlueTEC SE D 64.2 8.3 116 38 £34870  
2.0 auto E 250 AMG Night Edition F 46.3 7.4 142 41 £38785  
2.0 auto E 250 SE E 47.9 7.4 138 41 £36707  
2.1 auto E 250 CDI AMG Night Ed E 55.4 7.5 134 43 £40245  
2.1 auto E 250 CDI SE E 57.7 7.5 129 41 £37420  
2.1 auto E 300 B7C Hybrid AMG N B 67.3 7.1 110 45 £43175  
2.1 auto E 300 BlueTEC Hybrid SE B 68.9 7.1 109 44 £40480  
3.0 auto E 350 BlueTEC AMG N E 53.3 6.4 139 46 £42010  
5.5 V8T MCT E 63 AMG L 28.8 4.2 230 47 £74725  
5.5 V8T MCT E 63 AMG S L 28.5 4.1 232 49 £84720  
Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line D 56.5 8.5 129 43 £46500  
3.0 auto CLS 350 d AMG Line F 52.3 6.5 142 48 £50695  
3.5 auto CLS 400 AMG Line H 38.7 5.3 170 47 £55855  
5.5 V8T MCT AMG CLS 63 S L 28.5 4.1 231 50 £86510  
Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116x5453x1899mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L C 61.4 7.6 120 50 £73375  
3.0 auto S 350 d SE Line L F 51.4 6.8 146 49 £67995  
3.0 auto S 350 d AMG Line G 51.4 6.8 151 50 £68990  
3.5 auto S 400 h SE Line L F 44.8 6.8 147 49 £72020  
3.0 auto S 500 e AMG Line A 100.9 5.2 65 49 £89290  
4.6 V8 auto S 500 AMG Line L K 31.7 4.8 207 50 £89790  
6.0 V12 auto S 600 AMG Line L M 25.5 4.6 259 50 £142735  
6.0 V12 auto S 600 Maybach L M 24.1 5.0 274 50 £165710  
5.5 V8T auto AMG S 63 L 28.0 4.4 237 50 £121690  
6.0 V12T auto AMG S 65 M 23.7 4.3 279 50 £182750  
Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

Citan - 4321x4705x1829mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long C 65.7 N/A 112 7 £19948  
1.5 109 CDI Traveliner Long C 65.7 N/A 112 9 £20284  
1.5 111 CDI Traveliner Long D 64.2 N/A 123 14 £22102  
1.2 112 Traveliner E 46.3 N/A 140 12 £19666  
Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895x5370x1928mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE G 45.6 11.8 163 31 £41845  
2.1 auto V250 BlueTEC SE H 44.8 9.1 166 33 £43520  
2.1 auto V220 BlueTEC Sport G 45.6 11.8 163 33 £44340  
2.1 auto V250 BlueTEC Sport H 44.8 9.1 166 37 £46015  
Extra Long: add £1535

GLA-Class - 4417x1804mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport C 62.8 10.0 119 25 £26265  
2.1 auto GLA 220 CDI 4MATIC Spt E 55.4 8.3 132 28 £30645  
2.0T auto GLA 250 4MATIC Sport G 42.8 7.1 154 33 £30330  
2.0T auto GLA 45 AMG H 37.7 4.8 175 44 £44600  
Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

GLC-Class - 4656x1890mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto GLC 220 d 4MATIC SE D 56.0 8.3 129 N/A £34950  
2.1 auto GLC 250 d 4MATIC SE D 56.0 7.6 129 N/A £36105  
Sport: add £2495, AMG Line: add £3990

GLE-Class - 4819x1935mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto GLE 250 d 4MATIC Sport G 47.9 8.6 155 N/A £49280  
3.0 auto GLE 350 d 4MT AMG Line I 42.8 7.1 179 N/A £56280  
3.0 auto GLE 500 e 4MT AMG Line A 76.4 5.3 84 N/A £56280  
5.5 V8T 4MT 4MAT AMG GLE 63 S M 23.9 4.2 276 N/A £94405  
AMG Line: add £2400 to Sport, designo Line: add £9295 to AMG Line (not 250 d)

GLE-Class Coupe - 4900x2003mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 aut GLE 350 CDI 4MT AMG Li J 39.2 7.0 187 N/A £60680  
3.0 auto GLE 450 4MAT AMG Line K 31.7 5.7 209 N/A £62800  
5.5 V8T 4MT 4MAT AMG GLE 63 S M 23.7 4.2 278 N/A £96555  
designo Line: add £9295 to AMG Line

GL-Class - 5141x1982mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0 aut GL 350 B7C 4MT AMG Spt K 35.3 7.9 209 49 £61655



|   | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|---|----------|------|---------|-----------------|-----------------|------------|
| 5.5 V8TT aut 4MATIC GL 63 AMG   | M        | 23.0 | 4.9     | 288             | 50              | £94735     |
| <b>G-Class - 4763x1855mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 3.0 auto G 350 d 4MATIC   | M        | 25.2 | 9.1     | 295             | 50              | £87795     |
| 5.5 V8TT auto AMG G 63 4MATIC   | M        | 20.5 | 5.4     | 322             | 50              | £116175    |
| <b>E-Class Coupe - 4698x1786mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: 61st</b>   |          |      |         |                 |                 |            |
| 2.1 auto E 200 AMG Line   | E        | 47.1 | 7.8     | 140             | 41              | £38635     |
| 2.1 auto E 220 BlueTEC AMG Line   | D        | 57.7 | 8.3     | 129             | 40              | £39310     |
| 3.0 auto E 250 CDI AMG Line   | D        | 57.7 | 7.3     | 129             | 44              | £40930     |
| 2.0 auto E 350 BlueTEC AMG Line   | E        | 54.3 | 6.2     | 136             | 47              | £42635     |
| 3.0 auto E 400 AMG Line   | G        | 40.9 | 5.2     | 161             | 46              | £46425     |
| E-Class Cabriolet: add £3370-£3500  |          |      |         |                 |                 |            |
| <b>S-Class Coupe - 4698x1786mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 4.6 auto S 500 AMG Line   | K        | 49.6 | 4.6     | 219             | 50              | £96195     |
| 5.5 V8TT auto AMG S 63  | L        | 47.1 | 4.2     | 237             | 50              | £125605    |
| 6.0 V12TT auto AMG S 65   | M        | 37.2 | 4.1     | 279             | 50              | £183075    |
| <b>SLK-Class - 4134x1810mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 2.0 SLK 200 AMG Sport   | G        | 43.5 | 7.0     | 150             | 43              | £34715     |
| 2.1 auto SLK 250 d  | C        | 70.6 | 6.6     | 114             | 45              | £33020     |
| 2.1 auto SLK 250 d AMG Sport  | C        | 70.6 | 6.6     | 114             | 45              | £37020     |
| 3.5 auto SLK 300 AMG Sport  | E        | 47.1 | 5.8     | 138             | 45              | £38545     |
| 5.5 V8 AMG SLK 55   | J        | 33.6 | 4.6     | 195             | 50              | £53530     |
| Auto: add £1505 to SLK 200  |          |      |         |                 |                 |            |
| <b>SL-Class - 4617x1877mm, EURO-NCAP N/A</b>  |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 3.0 V6TT auto SL 400 AMG Sport  | I        | 36.7 | 5.2     | 179             | 50              | £73575     |
| 4.7 auto SL 500 AMG Sport   | K        | 31.0 | 4.6     | 212             | 50              | £83130     |
| 5.5 V8TT auto AMG SL 63   | L        | 28.0 | 4.2     | 234             | 50              | £114185    |
| 6.0 V12TT auto AMG SL 65  | M        | 24.4 | 4.0     | 279             | 50              | £173360    |
| Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500   |          |      |         |                 |                 |            |
| <b>AMG GT - 4546x1939mm, EURO-NCAP N/A</b>  |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 4.0 V8TT (462) DCT AMG GT   | K        | 30.4 | 4.0     | 216             | 50              | £97200     |
| 4.0 V8TT (510) DCT AMG GT S   | K        | 30.1 | 3.8     | 219             | 50              | £110500    |
| <b>MG</b>   |          |      |         |                 |                 |            |
| www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46   |          |      |         |                 |                 |            |
| Warranty: 3 years/60000 miles   |          |      |         |                 |                 |            |
| <b>MG3 - 4018x1729mm, EURO-NCAP ★★☆☆</b>  |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: 10th</b>   |          |      |         |                 |                 |            |
| 1.5 (106) 3 Time  | E        | 48.7 | 10.4    | 136             | 4               | £8399      |
| 1.5 (106) 3 Form  | E        | 48.7 | 10.4    | 136             | 4               | £9299      |
| 1.5 (106) 3 Form Sport  | E        | 48.7 | 10.4    | 136             | 4               | £9549      |
| 1.5 (106) 3 Style   | E        | 48.7 | 10.4    | 136             | 4               | £9999      |
| <b>MG6 - 4651x1827mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: 28th</b>   |          |      |         |                 |                 |            |
| 1.9 DTI-TECH S 5dr  | C        | 61.4 | 8.4     | 119             | N/A             | £13995     |
| 1.9 DTI-TECH TS 5dr   | C        | 61.4 | 8.4     | 119             | N/A             | £16195     |
| 1.9 DTI-TECH TL 5dr   | C        | 61.4 | 8.4     | 119             | N/A             | £17995     |
| <b>MINI</b>   |          |      |         |                 |                 |            |
| www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148   |          |      |         |                 |                 |            |
| Warranty: 3 years/unlimited miles   |          |      |         |                 |                 |            |
| <b>MINI - 3821-3850x1727mm, EURO-NCAP ★★☆☆</b>  |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: 9th</b>  |          |      |         |                 |                 |            |
| 1.2T One  | B        | 61.4 | 9.9     | 108             | 20              | £13750     |
| 1.2 One D   | A        | 83.1 | 11.0    | 89              | 20              | £14890     |
| 1.5T Cooper   | B        | 52.0 | 7.9     | 105             | 20              | £15300     |
| 1.5 Cooper D  | A        | 74.0 | 9.2     | 92              | 17              | £16450     |
| 2.0T Cooper S   | E        | 49.0 | 6.8     | 133             | 28              | £18655     |
| 2.0 Cooper SD   | B        | 68.9 | 7.4     | 106             | 23              | £19450     |
| 2.0T John Cooper Works  | G        | 42.2 | 6.3     | 155             | N/A             | £23050     |
| Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW)    |          |      |         |                 |                 |            |
| <b>Clubman - 4253x1800mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 1.5T Cooper   | C        | 55.4 | 9.1     | 118             | N/A             | £19995     |
| 2.0T Cooper S   | F        | 45.6 | 7.2     | 144             | N/A             | £22755     |
| 2.0 Cooper D  | B        | 68.9 | 8.6     | 109             | N/A             | £22265     |
| <b>Convertible - 3723x1683mm, EURO-NCAP ★★☆☆</b>  |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: 145th</b>  |          |      |         |                 |                 |            |
| 1.6 Cooper  | E        | 49.6 | 11.1    | 133             | 18              | £17850     |
| 1.6 Cooper D  | B        | 70.6 | 10.3    | 105             | 19              | £18910     |
| 1.6T Cooper S   | E        | 47.1 | 7.3     | 139             | 32              | £21050     |
| 1.6T John Cooper Works  | H        | 41.5 | 6.9     | 169             | 36              | £25295     |
| 1.6 One   | E        | 49.6 | 11.3    | 133             | 14              | £16420     |
| 2.0 Cooper SD   | C        | 62.8 | 8.7     | 118             | 23              | £21730     |
| <b>Paceman - 4110x1789mm, EURO-NCAP N/A</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>  |          |      |         |                 |                 |            |
| 1.6 Cooper  | E        | 47.1 | 10.4    | 140             | 16              | £18980     |
| 1.6 Cooper D  | C        | 64.2 | 10.8    | 115             | 15              | £20210     |
| 1.6T Cooper S   | F        | 46.3 | 7.5     | 143             | 30              | £22350     |
| 2.0 Cooper SD   | D        | 61.4 | 9.2     | 122             | 20              | £23070     |
| 1.6T ALL4 John Cooper Works   | H        | 38.2 | 6.9     | 172             | 33              | £29440     |
| Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD |          |      |         |                 |                 |            |
| <b>Countryman - 4097x1789mm, EURO-NCAP ★★☆☆</b>   |          |      |         |                 |                 |            |
| <b>DRIVER POWER POS: 113th</b>  |          |      |         |                 |                 |            |
| 1.6 Cooper  | E        | 47.0 | 10.5    | 140             | 16              | £18510     |
| 1.6 Cooper D  | C        | 64.0 | 10.9    | 115             | 16              | £19740     |
| 1.6T Cooper S   | F        | 46.0 | 7.6     | 143             | 30              | £21890     |
| 1.6 One   | E        | 47.0 | 11.9    | 139             | 12              | £16990     |

|  | Eco band | MPG       | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|--|----------|-----------|---------|-----------------|-----------------|------------|
| 1.6 One D  | C        | 64.0      | 12.9    | 115             | 13              | £17990     |
| 2.0 Cooper SD  | D        | 61.0      | 9.3     | 122             | 20              | £22610     |
| 1.6T ALL4 John Cooper Works  | H        | 38.2      | 7.0     | 172             | 33              | £28870     |
| Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD |          |           |         |                 |                 |            |
| <b>Coupe - 3728x1683mm, EURO-NCAP★★★★</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: 145th</b>   |          |           |         |                 |                 |            |
| 1.6 Cooper   | D        | 52.0      | 9.0     | 127             | 17              | £16840     |
| 1.6T Cooper S  | E        | 49.0      | 6.9     | 136             | 30              | £19990     |
| 1.6T John Cooper Works   | G        | 40.0      | 6.4     | 165             | 36              | £24010     |
| 2.0 Cooper SD  | C        | 66.0      | 7.9     | 114             | 22              | £20710     |
| Auto: add £1085 to Cooper, add £1145 to Cooper S/SD  |          |           |         |                 |                 |            |
| <b>Roadster - 3728x1683mm, EURO-NCAP★★★★</b>   |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: 145th</b>   |          |           |         |                 |                 |            |
| 1.6 Cooper   | D        | 52.0      | 9.0     | 127             | 17              | £18260     |
| 1.6T Cooper S  | E        | 49.0      | 6.9     | 136             | 30              | £21145     |
| 1.6T John Cooper Works   | G        | 40.0      | 6.4     | 165             | 36              | £24995     |
| 2.0 Cooper SD  | C        | 66.0      | 7.9     | 114             | 22              | £21860     |
| Auto: add £1085 to Cooper, add £1145 to Cooper S/SD  |          |           |         |                 |                 |            |
| <b>MITSUBISHI</b>  |          |           |         |                 |                 |            |
| www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113   |          |           |         |                 |                 |            |
| Warranty: 3 years/unlimited miles  |          |           |         |                 |                 |            |
| <b>Mirage - 3710x1665mm, EURO-NCAP★★★</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>   |          |           |         |                 |                 |            |
| 1.0 Mivex 1  | A        | 67.3      | 13.6    | 96              | 15              | £9054      |
| 1.2 Mivex 2  | A        | 68.9      | 11.7    | 96              | 18              | £11054     |
| 1.2 Mivex 3  | A        | 65.7      | 11.7    | 100             | 18              | £12054     |
| 1.2 Mivex auto 3   | A        | 68.9      | 12.8    | 95              | 18              | £13054     |
| <b>ASX - 4295x1770mm, EURO-NCAP★★★★</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: 95th</b>  |          |           |         |                 |                 |            |
| 1.6 Mivex 2C   | E        | 48.7      | 11.5    | 135             | N/A             | £15434     |
| 1.6 Mivex 2C-M   | E        | 47.9      | 11.5    | 136             | N/A             | £17684     |
| 1.6 Di-D 2C-M  | C        | 61.4      | 11.2    | 119             | N/A             | £19554     |
| 1.6 Di-D 4WD 2C-H  | E        | 56.5      | 11.2    | 132             | N/A             | £23684     |
| 2.2 Di-D auto 4WD 2C-H   | G        | 48.7      | 10.8    | 152             | N/A             | £25134     |
| <b>Outlander - 4655x1800mm, EURO-NCAP★★★★</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: 66th</b>  |          |           |         |                 |                 |            |
| 2.2 Di-D GX2   | E        | 53.3      | 10.2    | 138             | 22              | £23984     |
| 2.2 Di-D GX3   | E        | 52.3      | 10.2    | 140             | 23              | £26784     |
| 2.2 Di-D GX4   | E        | 52.3      | 10.2    | 140             | 24              | £30684     |
| 2.2 Di-D auto GX4s   | G        | 48.7      | 11.7    | 153             | 22              | £24934     |
| 2.0 Hybrid auto GX3h PHEV  | A        | 148.011.0 | 44      | 26              | £28304          |            |
| 2.0 Hybrid auto GX4h PHEV  | A        | 148.011.0 | 44      | 27              | £29354          |            |
| 2.0 Hybrid auto GX4h PHEV  | A        | 148.011.0 | 44      | 24              | £35054          |            |
| Auto: add £1700 to GX3, add £1450 to GX4, GX5h/GX5s: add £5000 to GX4h/GX4hs                         |          |           |         |                 |                 |            |
| <b>L200 - 5005x1855x1750mm, EURO-NCAP N/A</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>   |          |           |         |                 |                 |            |
| 2.5 Di-D Trojan Double Cab   | K        | 35.8      | 12.1    | 208             | 22              | £21599     |
| 2.5 Di-D Warrior Double Cab  | K        | 35.8      | 12.1    | 208             | 23              | £23519     |
| 2.5 Di-D Barbarian Double Cab  | K        | 35.8      | 12.1    | 208             | 24              | £27119     |
| 2.5 Di-D Walkinshaw Double Cab   | K        | 35.8      | 12.1    | 208             | 22              | £33430     |
| Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian                                    |          |           |         |                 |                 |            |
| <b>Shogun - 4385x4900x1875mm, EURO-NCAP N/A</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: 81st</b>  |          |           |         |                 |                 |            |
| 3.2 Di-DC SWB SG2  | K        | 36.2      | 9.7     | 207             | 32              | £27144     |
| 3.2 Di-DC SWB Warrior  | K        | 36.2      | 9.7     | 207             | 30              | £30314     |
| 3.2 Di-DC LWB SG2  | K        | 34.9      | 10.5    | 213             | 32              | £29544     |
| 3.2 Di-DC auto LWB SG3   | K        | 33.2      | 11.1    | 224             | 34              | £34744     |
| Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3     |          |           |         |                 |                 |            |
| <b>MORGAN</b>  |          |           |         |                 |                 |            |
| www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18  |          |           |         |                 |                 |            |
| Warranty: 2 years/unlimited miles  |          |           |         |                 |                 |            |
| <b>3 Wheeler - 3225x1720mm, EURO-NCAP N/A</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>   |          |           |         |                 |                 |            |
| 2.0 3 Wheeler  | N/A      | 4.5       | N/A     | N/A             | N/A             | £25950     |
| 4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster   |          |           |         |                 |                 |            |
| <b>Roadster - 4010x1630-1751mm, EURO-NCAP N/A</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>   |          |           |         |                 |                 |            |
| 1.6 4/4  | F        | 44.1      | 8.0     | 143             | N/A             | £33075     |
| 2.0 Plus 4   | G        | 40.4      | 7.5     | 162             | N/A             | £36285     |
| 3.7 Roadster   | L        | 26.8      | 5.5     | 230             | N/A             | £45900     |
| 4.8 Plus 8   | M        | 23.0      | 4.5     | 282             | N/A             | £85200     |
| 4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster   |          |           |         |                 |                 |            |
| <b>Aero - 4147x1751mm, EURO-NCAP N/A</b>   |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>   |          |           |         |                 |                 |            |
| 4.8 V8 auto Aero Coupe   | M        | 23.0      | 4.5     | 282             | N/A             | £99950     |
| 4.8 V8 auto Aero Supersports   | M        | 23.0      | 4.5     | 282             | N/A             | £126900    |
| Manual: no cost option   |          |           |         |                 |                 |            |
| <b>NISSAN</b>  |          |           |         |                 |                 |            |
| www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225   |          |           |         |                 |                 |            |
| Warranty: 3 years/60000 miles  |          |           |         |                 |                 |            |
| <b>Micra - 3780x1675mm, EURO-NCAP★★★★</b>  |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: N/A</b>   |          |           |         |                 |                 |            |
| 1.2 (80) Visia   | C        | 56.5      | 13.7    | 115             | 5               | £10295     |
| 1.2 (80) Acenta  | C        | 56.5      | 13.7    | 115             | 5               | £11845     |
| 1.2 (80) Tekna   | C        | 56.5      | 13.7    | 115             | 5               | £13245     |
| 1.2 DiG-S (98) Visia   | A        | 65.7      | 11.3    | 99              | 8               | £12045     |
| 1.2 DiG-S (98) Acenta  | A        | 65.7      | 11.3    | 99              | 9               | £13045     |
| 1.2 DiG-S (98) Tekna   | A        | 65.7      | 11.3    | 99              | 8               | £14445     |
| Auto: add £1000 to 1.2 Acenta/Visia, DiG-S Tekna   |          |           |         |                 |                 |            |
| <b>Note - 4100x1690mm, EURO-NCAP★★★★</b>   |          |           |         |                 |                 |            |
| <b>DRIVER POWER POS: 143rd</b>   |          |           |         |                 |                 |            |
| 1.2 (80) Visia   | B        | 60.1      | 13.7    | 109             | 6               | £12130     |
| 1.5 dCi (90) Visia   | A        | 78.5      | 11.9    | 95              | 8               | £14130     |
| 1.2 (80) Acenta  | B        | 60.1      | 13.7    | 109             | 6               | £13525     |



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|                     | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|---------------------|----------|------|---------|-----------------|-----------------|------------|
| 1.6 THP (156) Sport | F        | 44.1 | 8.3     | 149             | 27              | £22100     |
| 1.6 THP (200) GT    | G        | 42.1 | 7.6     | 155             | 33              | £26900     |
| 2.0 HDi (163) Sport | E        | 53.2 | 8.7     | 139             | 29              | £23950     |
| 1.6 THP (270) R     | F        | 44.8 | 5.9     | 145             | 42              | £32000     |

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

## PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                                 |   |      |     |     |    |         |
|---------------------------------|---|------|-----|-----|----|---------|
| 3.6 V6 PDK Panamera             | J | 33.6 | 6.3 | 196 | 46 | £63913  |
| 3.0 V6 PDK Panamera Diesel      | G | 44.8 | 6.4 | 166 | 46 | £65289  |
| 3.6 V6 PDK Panamera 4           | K | 32.4 | 6.1 | 203 | 47 | £67474  |
| 3.0 V6 Tipt Panamera S E-Hybrid | A | 91.1 | 5.5 | 71  | 50 | £84401  |
| 4.8 V8 PDK Panamera S           | K | 32.5 | 5.1 | 204 | 49 | £82439  |
| 4.8 V8 PDK Panamera 4S          | K | 31.7 | 4.8 | 208 | 50 | £86080  |
| 4.8 V8 PDK Panamera GTS         | L | 26.4 | 4.4 | 249 | 50 | £93391  |
| 4.8 V8TT PDK Panamera Turbo     | L | 27.7 | 4.1 | 239 | 50 | £108006 |
| 4.8 V8TT PDK Panamera Turbo S   | L | 27.7 | 4.1 | 239 | 50 | £131152 |

Macan - 4681x1923mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

|                           |   |      |     |     |    |        |
|---------------------------|---|------|-----|-----|----|--------|
| 2.0T PDK Macan            | H | 39.2 | 6.9 | 168 | 35 | £41578 |
| 3.0 V6 PDK Macan S        | K | 32.5 | 5.4 | 204 | 40 | £44650 |
| 3.0 V6 PDK Macan S Diesel | G | 46.3 | 6.3 | 159 | 39 | £44636 |
| 3.6 V6TT PDK Macan Turbo  | K | 31.7 | 4.8 | 208 | 44 | £60994 |

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                                   |   |      |     |     |    |         |
|-----------------------------------|---|------|-----|-----|----|---------|
| 3.6 V6 Tiptronic Cayenne          | K | 30.7 | 7.7 | 215 | 44 | £49576  |
| 3.0 V6 Tiptronic Cayenne Diesel   | H | 42.8 | 7.3 | 173 | 45 | £50441  |
| 3.0 V6 Tipt Cayenne S E-Hybrid    | A | 83.1 | 5.9 | 79  | 49 | £62099  |
| 4.2 V8 Tiptronic Cayenne S        | K | 35.3 | 5.4 | 209 | 50 | £62099  |
| 4.8 V8 Tiptronic Cayenne S        | K | 29.7 | 5.5 | 223 | 48 | £60845  |
| 3.6 V6 Tiptronic Cayenne GTS      | L | 28.8 | 5.2 | 228 | 50 | £72523  |
| 4.8 V8TT Tiptronic Cayenne Turbo  | M | 25.2 | 4.5 | 261 | 50 | £93574  |
| 4.8 V8TT T-tronic Cayenne Turbo S | M | 24.6 | 4.1 | 267 | 50 | £118455 |

Boxster - 4374-4414x1801mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                    |   |      |     |     |     |        |
|--------------------|---|------|-----|-----|-----|--------|
| 2.7 Boxster        | J | 34.4 | 5.8 | 192 | 40  | £39553 |
| 3.4 Boxster S      | K | 32.1 | 5.1 | 206 | 43  | £47858 |
| 3.4 Boxster GTS    | K | 31.4 | 5.0 | 211 | 44  | £53872 |
| 3.4 Boxster Spyder | L | 28.5 | 4.5 | 230 | N/A | £46459 |

PDK: add £1782 (£2201 to GTS, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                |   |      |     |     |     |        |
|----------------|---|------|-----|-----|-----|--------|
| 2.7 Cayman     | J | 34.4 | 5.7 | 192 | 37  | £36694 |
| 3.4 Cayman S   | K | 32.1 | 5.0 | 206 | 41  | £48783 |
| 3.4 Cayman GTS | K | 31.4 | 4.9 | 211 | 43  | £53397 |
| 3.4 Cayman GT4 | L | 27.4 | 4.4 | 238 | N/A | £64451 |

PDK: add £1782 (£2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                                 |   |      |     |     |    |         |
|---------------------------------|---|------|-----|-----|----|---------|
| 3.6 Carrera                     | K | 31.4 | 4.8 | 212 | 46 | £73509  |
| 3.8 Carrera S                   | K | 29.7 | 4.5 | 224 | 47 | £83545  |
| 3.8 Carrera GTS                 | K | 29.7 | 4.4 | 223 | 47 | £91098  |
| 3.6 Carrera Cabriolet           | L | 30.7 | 5.0 | 217 | 49 | £82169  |
| 3.8 Carrera S Cabriolet         | L | 29.1 | 4.7 | 229 | 50 | £92204  |
| 3.8 Carrera GTS Cabriolet       | L | 29.1 | 4.6 | 228 | 50 | £99602  |
| 3.6 Carrera 4                   | K | 30.4 | 4.9 | 219 | 46 | £78365  |
| 3.8 Carrera 4S                  | L | 28.5 | 4.5 | 234 | 48 | £88400  |
| 3.8 Carrera 4 GTS               | L | 28.5 | 4.4 | 233 | 50 | £95862  |
| 3.6 Carrera 4 Cabriolet         | K | 29.7 | 5.1 | 224 | 49 | £87025  |
| 3.8 Carrera 4S Cabriolet        | L | 28.2 | 4.7 | 236 | 50 | £97060  |
| 3.8 Carrera 4 GTS Cabriolet     | L | 28.2 | 4.6 | 235 | 50 | £104385 |
| 3.8 Targa 4                     | K | 29.7 | 5.2 | 223 | 49 | £87025  |
| 3.8 Targa 4S                    | L | 28.2 | 4.8 | 237 | 50 | £97060  |
| 3.8 Targa 4 GTS                 | L | 28.2 | 4.7 | 237 | 50 | £105310 |
| 3.8 PDK Turbo                   | L | 29.1 | 3.2 | 227 | 50 | £120598 |
| 3.8 PDK Turbo S                 | L | 29.1 | 3.1 | 227 | 50 | £142120 |
| 3.8 PDK Turbo Cabriolet         | L | 28.5 | 3.3 | 231 | 50 | £129223 |
| 3.8 PDK Turbo S Cabriolet       | L | 28.5 | 3.2 | 231 | 50 | £150857 |
| 3.8 PDK Turbo S Exclusive GB Ed | L | 29.1 | 3.1 | 227 | 50 | £159054 |
| 3.8 PDK GT3                     | M | 22.8 | 3.5 | 289 | 49 | £100540 |
| 4.0 PDK GT3 RS                  | M | 22.2 | 3.3 | 296 | 50 | £131296 |

PDK: add £2238-£2947

918 Spyder - 4643x1940mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                            |   |      |     |    |     |         |
|----------------------------|---|------|-----|----|-----|---------|
| 4.6 V8 hybrid PDK          | A | 85.6 | 2.8 | 79 | N/A | £781155 |
| 4.6 V8 hybrid PDK Weissach | A | 94.2 | 2.8 | 70 | N/A | £853155 |

## RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|              |   |     |     |   |    |       |
|--------------|---|-----|-----|---|----|-------|
| 17hp Urban   | A | N/A | N/A | 0 | 10 | £6895 |
| 17hp Technic | A | N/A | N/A | 0 | 11 | £7595 |

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

|                                |   |      |      |     |    |        |
|--------------------------------|---|------|------|-----|----|--------|
| 1.0 ScE (70) Expression        | B | 62.8 | 12.0 | 105 | 2  | £9495  |
| 1.0 ScE (70) Play              | A | N/A  | 13.5 | 0   | 16 | £15195 |
| 1.0 ScE (70) S&S Dynamique     | A | 67.3 | 12.0 | 95  | 3  | £10995 |
| 900cc TCe (90) S&S Dynamique   | A | 65.7 | 12.0 | 99  | 8  | £11695 |
| 900cc TCe (90) S&S Dynamique S | A | 65.7 | 10.8 | 99  | 8  | £12545 |

Zoe - 4084x1730mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 5th

|                               |   |     |      |   |    |        |
|-------------------------------|---|-----|------|---|----|--------|
| 75hp Zoe Expression           | A | N/A | 13.5 | 0 | 15 | £13995 |
| 75hp Zoe Dynamique Zen/Intens | A | N/A | 13.5 | 0 | 15 | £15195 |
| 75hp Zoe i-Expression         | A | N/A | 13.5 | 0 | 15 | £18443 |
| 75hp Zoe i-Dynam Zen/Intens   | A | N/A | 13.5 | 0 | 16 | £20043 |

Battery hire: from £25 per month (included with 'Y' models)

Clio - 4062x1731mm, EURO-NCAP N/A  
DRIVER POWER POS: 70th

|                            |   |      |      |     |    |        |
|----------------------------|---|------|------|-----|----|--------|
| 1.2 16v (75) Expression    | D | 51.4 | 15.4 | 127 | 7  | £11145 |
| 1.2 16v (75) Expression+   | B | 51.4 | 15.4 | 127 | 7  | £12675 |
| 900cc TCe (90) Expression+ | B | 62.8 | 12.2 | 104 | 9  | £13675 |
| 1.5 dCi (90) Expression+   | A | 83.1 | 11.7 | 90  | 13 | £14975 |
| 1.2 16v (75) Dynamique Nav | D | 51.4 | 15.4 | 127 | 8  | £13675 |

|                                 |   |      |      |     |    |        |
|---------------------------------|---|------|------|-----|----|--------|
| 900cc TCe (90) Dynamique Nav    | B | 62.8 | 12.2 | 104 | 9  | £14675 |
| 1.5 dCi (90) Dynamique Nav      | A | 83.1 | 11.7 | 90  | 13 | £15975 |
| 900cc TCe (90) Dynamique S Nav  | B | 62.8 | 12.2 | 105 | 10 | £15675 |
| 1.5 dCi (90) Dynamique S Nav    | A | 83.1 | 11.9 | 93  | 13 | £16975 |
| 1.2 TCe (120) EDC GT Line       | C | 54.3 | 9.9  | 120 | 14 | £17725 |
| 1.6T (200) EDC Renaultsport     | E | 47.9 | 6.7  | 133 | 29 | £19130 |
| 1.6T (200) EDC Renaultsport Lux | E | 47.9 | 6.7  | 133 | 29 | £20280 |
| 1.6T (220) EDC R'sport Trophy   | E | 47.9 | 6.6  | 135 | 29 | £21780 |

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe

Megane - 4295x1808mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 94th

|                                  |   |      |      |     |    |        |
|----------------------------------|---|------|------|-----|----|--------|
| 1.6 (110) Expression+            | G | 40.9 | 10.5 | 159 | 13 | £16750 |
| 1.5 Energy dCi (110) Expression+ | B | 68.9 | 12.3 | 106 | 16 | £18245 |
| 1.2 Energy TCe (115) Expression+ | C | 53.3 | 10.9 | 119 | 16 | £17570 |
| 1.6 (110) Limited                | G | 40.9 | 10.5 | 159 | 13 | £18250 |
| 1.5 Energy dCi (110) Limited     | B | 68.9 | 12.3 | 106 | 16 | £19745 |
| 1.6 (110) Dynamique Nav          | G | 40.9 | 10.5 | 159 | 17 | £17750 |
| 1.2 Energy TCe (115) Dynam Nav   | C | 53.3 | 10.9 | 119 | 17 | £18570 |
| 1.5 Energy dCi (110) Dynam Nav   | B | 68.9 | 12.3 | 106 | 15 | £19245 |
| 1.6 Energy dCi (130) Dynam Nav   | B | 70.6 | 9.8  | 104 | 17 | £19745 |
| 2.0 TCe GT 220                   | H | 38.7 | 7.6  | 169 | 31 | £23250 |

Auto: add £1000 to dCi (110), GT Line Nav; add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer; add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 94th

|                                |   |      |      |     |    |        |
|--------------------------------|---|------|------|-----|----|--------|
| 1.6 (110) Limited              | G | 40.9 | 10.5 | 159 | 14 | £18750 |
| 1.5 Energy dCi (110) Limited   | B | 68.9 | 12.3 | 106 | 16 | £21445 |
| 1.6 (110) Dynamique Nav        | G | 40.9 | 10.5 | 159 | 15 | £18250 |
| 1.2 Energy TCe (115) Dynam Nav | C | 53.3 | 10.9 | 119 | 14 | £19345 |
| 1.5 Energy dCi (110) Dynam Nav | B | 68.9 | 12.3 | 106 | 20 | £20945 |
| 1.6 Energy dCi (130) Dynam Nav | B | 70.6 | 9.8  | 104 | 20 | £21445 |
| 2.0 TCe GT 220                 | H | 38.7 | 7.6  | 169 | 31 | £24230 |
| 2.0T Renaultsport 265          | H | 37.7 | 6.0  | 174 | 36 | £25935 |
| 2.0T Renaultsport 275 Trophy   | H | 37.7 | 6.0  | 174 | 36 | £28930 |
| 2.0T Renaultsport 275 Trophy-R | H | 37.7 | 5.8  | 174 | 39 | £36430 |

Auto: add £1000 to dCi (110), GT Line Nav; add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio; add £3600

Scenic - 4366-4573x1845mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 78th

|                                 |   |      |      |     |    |        |
|---------------------------------|---|------|------|-----|----|--------|
| 1.6 VVT (110) XMOD Dynam Nav    | I | 36.7 | 11.7 | 178 | 19 | £19370 |
| 1.2 TCe (115) XMOD Dynam Nav    | E | 46.3 | 11.7 | 140 | 18 | £20555 |
| 1.5 dCi (110) XMOD Dynam Nav    | B | 68.9 | 12.5 | 105 | 19 | £21395 |
| 1.6 dCi (130) XMOD Dynam Nav    | C | 64.2 | 10.3 | 114 | 24 | £22495 |
| 1.2 TCe (130) XMOD Dynam Nav    | F | 44.1 | 11.4 | 145 | 20 | £22405 |
| 1.6 VVT (110) Dynamique Nav     | H | 38.2 | 11.7 | 174 | 19 | £19365 |
| 1.2 TCe (115) S/S Dynamique Nav | E | 47.9 | 11.7 | 135 | 19 | £20555 |
| 1.2 TCe (130) S/S Dynamique Nav | E | 46.6 | 11.4 | 140 | 20 | £21055 |
| 1.5 dCi (110) S/S Dynamique Nav | B | 68.9 | 12.5 | 105 | 19 | £21395 |
| 1.6 dCi (130) S/S Dynamique Nav | C | 64.2 | 10.3 | 114 | 24 | £22495 |

Auto: add £1100 to 1.5 dCi (110), Limited; add £600 to 1.6 VVT, £500 to 1.2 TCe, 1.5/1.6 dCi (not XMOD), Grand Scenic; add £1220 (not XMOD)

Captur - 4122x1778mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 44th

|                                 |   |      |      |     |    |        |
|---------------------------------|---|------|------|-----|----|--------|
| 900cc TCe (90) Expression+      | C | 56.5 | 13.0 | 115 | 9  | £14295 |
| 1.5 dCi (90) Expression+        | A | 76.4 | 13.1 | 95  | 11 | £15995 |
| 900cc TCe (90) Dynamique Nav    | C | 56.5 | 13.0 | 115 | 9  | £15395 |
| 1.5 dCi (90) Dynamique Nav      | A | 76.4 | 13.1 | 95  | 12 | £16995 |
| 1.2 TCe (120) EDC Dynamique Nav | D | 52.3 | 10.9 | 125 | 14 | £17695 |
| 1.5 dCi (110) Dynamique Nav     | A | 76.4 | 11.0 | 98  | 16 | £17695 |

Dynamique S Nav; add £1500 to Dynamique Nav, Signature Nav; add £2500 to Dynamique Nav

Kadjar - 4449x1836mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                             |   |      |      |     |    |        |
|-----------------------------|---|------|------|-----|----|--------|
| 1.2 TCe (130) Expression+   | D | 50.4 | 10.1 | 126 | 16 | £17995 |
| 1.5 dCi (110) Expression+   | A | 74.3 | 11.9 | 99  | 14 | £18995 |
| 1.2 TCe (130) Dynamique Nav | D | 50.4 | 10.1 | 126 | 16 | £19695 |
| 1.5 dCi (110) Dynamique Nav | A | 74.3 | 11.9 | 99  | 14 | £21595 |
| 1.6 dCi (130) Dynamique Nav | C | 65.7 | 9.9  | 113 | 17 | £22795 |

Auto: add £1200 to dCi (110), Dynamique S Nav; add £800 to Dynamique Nav, Signature Nav; add £2000 to Dynamique Nav, 4WD; add £1500 to dCi (130)

## ROLLS-ROYCE

www.rolls-roycemotors.com / Brochure: 01243 384000 / Dealers: 6

Warranty: 4 years/unlimited miles

Ghost - 5399x1948mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

|                                |   |      |     |     |     |         |
|--------------------------------|---|------|-----|-----|-----|---------|
| 6.6 V12 auto Ghost             | M | 20.8 | 4.7 | 327 | N/A | £181875 |
| 6.6 V12 auto Ghost Extended WB | M | 20.6 | 4.8 | 329 | N/A | £207115 |



|                             | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|-----------------------------|----------|------|---------|-----------------|-----------------|------------|
| 1.4 16v 30 Years 3dr        | E        | 47.9 | 11.8    | 139             | 12              | £12870     |
| 1.2 TSI DSG SE SC 3dr       | D        | 53.3 | 9.7     | 124             | 12              | £14185     |
| 1.2 TDI SE Ecomotive SC 3dr | A        | 80.7 | 13.9    | 92              | 7               | £14360     |
| 1.6 TDI SE SC 3dr           | C        | 65.7 | 10.5    | 112             | 14              | £14910     |
| 1.2 TSI i-TECH SC 3dr       | C        | 55.4 | 9.8     | 119             | 15              | £13790     |
| 1.2 TSI FR SC 3dr           | C        | 55.4 | 9.8     | 119             | 15              | £14190     |
| 1.4 TSI ACT FR SC 3dr       | B        | 60.1 | 7.8     | 109             | 12              | £15495     |
| 1.6 TDI FR SC 3dr           | C        | 65.7 | 10.5    | 112             | 14              | £15910     |
| 2.0 TDI FR SC 3dr           | D        | 60.1 | 8.2     | 123             | 22              | £17085     |
| 1.4 TSI DSG Cupra SC 3dr    | E        | 47.9 | 6.9     | 139             | 27              | £18980     |

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

#### Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

|                                |   |      |      |     |    |        |
|--------------------------------|---|------|------|-----|----|--------|
| 1.2 TSI (85) S                 | C | 55.4 | 11.8 | 119 | 10 | £14265 |
| 1.2 TSI (105) S                | C | 56.5 | 10.4 | 116 | 13 | £15295 |
| 1.2 TSI (105) i-TECH           | C | 56.5 | 10.4 | 116 | 15 | £17105 |
| 1.4 TSI (122) DSG SE Nav       | F | 45.6 | 9.5  | 146 | 17 | £17965 |
| 1.6 TDI (105) Ecomotive S      | B | 72.4 | 10.6 | 104 | 15 | £17150 |
| 1.6 TDI (105) Ecomotive i-TECH | B | 72.4 | 10.6 | 104 | 15 | £18870 |

SE Nav: add £1200 to 5 (not 1.2 TSI (85))

#### Leon - 4263x1784mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 4th

|                                 |   |      |      |     |    |        |
|---------------------------------|---|------|------|-----|----|--------|
| 1.2 TSI S 5dr                   | C | 57.6 | 9.9  | 114 | 12 | £16115 |
| 1.6 TDI S 5dr                   | A | 74.3 | 10.7 | 99  | 13 | £17815 |
| 1.2 TSI SE 5dr                  | C | 57.6 | 9.9  | 114 | 13 | £17235 |
| 1.4 TSI SE 5dr                  | C | 54.3 | 8.2  | 119 | 17 | £17835 |
| 1.6 TDI (105) SE 5dr            | A | 74.3 | 10.7 | 99  | 13 | £18935 |
| 1.6 TDI (110) Ecomotive SE 5dr  | A | 85.6 | 10.7 | 87  | 14 | £19925 |
| 2.0 TDI (150) SE 5dr            | B | 68.9 | 8.4  | 106 | 19 | £20285 |
| 1.4 TSI ACT FR 5dr              | B | 54.3 | 8.0  | 109 | 20 | £20000 |
| 1.8 TSI FR 5dr                  | E | 47.1 | 7.5  | 139 | 25 | £20775 |
| 2.0 TDI (150) FR 5dr            | B | 68.9 | 8.4  | 106 | 20 | £21830 |
| 2.0 TDI (184) FR 5dr            | C | 65.7 | 7.5  | 112 | 26 | £22820 |
| 2.0 TSI (265) Cupra SC 3dr      | F | 44.1 | 5.9  | 149 | 26 | £25960 |
| 2.0 TSI (280) Cupra 3dr         | F | 44.1 | 5.8  | 149 | 26 | £27510 |
| 2.0 TDI (150) X-PERIENCE SE     | D | 55.6 | 8.7  | 129 | 19 | £24385 |
| 2.0 TDI (184) DSG X-PER SE Tech | E | 55.4 | 7.1  | 133 | 23 | £28870 |

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £300 less than 5dr, Leon ST: add £825

#### Altea - 4282x1768mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 181st

|                                |   |      |      |     |    |        |
|--------------------------------|---|------|------|-----|----|--------|
| 1.6 TDI (105) Ecomotive i-TECH | C | 62.8 | 12.2 | 119 | 14 | £19345 |
| 2.0 TDI (140) i-TECH           | D | 57.6 | 9.7  | 129 | 19 | £20145 |

DSG: add £870 to 1.6 TDI, Altea XL: add £720

#### Alhambra - 4854x1904mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

|                           |   |      |      |     |    |        |
|---------------------------|---|------|------|-----|----|--------|
| 2.0 TDI (140) Ecomotive S | F | 50.0 | 10.9 | 146 | 18 | £25630 |
| 2.0 TDI (140) i-TECH      | F | 50.0 | 10.9 | 146 | 18 | £28630 |
| 2.0 TDI (177) SE Lux      | G | 49.0 | 9.5  | 158 | 21 | £32420 |

DSG: add £1285, SE: add £1875 to 5, SE Lux: add £5315 to 5

#### SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135  
Warranty: 3 years/60000 miles

#### Citigo - 3563x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 31st

|                                |   |      |      |     |   |        |
|--------------------------------|---|------|------|-----|---|--------|
| 1.0 MPI (60) S 3dr             | B | 62.8 | 14.4 | 105 | 1 | £8210  |
| 1.0 MPI (60) SE 3dr            | B | 62.8 | 14.4 | 105 | 1 | £9060  |
| 1.0 MPI (60) Monte Carlo 3dr   | B | 62.8 | 14.4 | 105 | 1 | £10590 |
| 1.0 MPI (60) Black Edition 3dr | B | 62.8 | 14.4 | 105 | 1 | £10090 |
| 1.0 MPI (75) Elegance 3dr      | A | 67.3 | 13.2 | 98  | 2 | £10695 |

ASG auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech: add £360 to (60) SE and Elegance

#### Fabia - 3992x1732mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

|                     |   |      |      |     |    |        |
|---------------------|---|------|------|-----|----|--------|
| 1.0 MPI (60) S      | B | 60.1 | 15.7 | 106 | 2  | £10600 |
| 1.0 MPI (75) S      | B | 58.8 | 14.7 | 108 | 4  | £11460 |
| 1.2 TSI (110) DSG S | B | 60.1 | 9.4  | 109 | 13 | £13740 |
| 1.4 TDI (90) S      | A | 83.1 | 11.1 | 88  | 12 | £14090 |
| 1.0 MPI (75) SE     | B | 58.8 | 14.7 | 108 | 5  | £12760 |
| 1.2 TSI (90) SE     | B | 60.1 | 10.9 | 107 | 10 | £13390 |
| 1.2 TSI (110) SE    | B | 58.8 | 9.4  | 110 | 14 | £14040 |
| 1.4 TDI (90) SE     | A | 83.1 | 11.1 | 88  | 12 | £15390 |
| 1.4 TDI (105) SE L  | A | 80.7 | 10.1 | 90  | 14 | £16840 |

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

#### Rapid - 4483x1706mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 25th

|                        |   |      |      |     |    |        |
|------------------------|---|------|------|-----|----|--------|
| 1.2 (75) S             | E | 47.9 | 13.9 | 137 | 7  | £13190 |
| 1.2 TSI (86) S         | C | 55.4 | 11.8 | 119 | 10 | £13980 |
| 1.2 TSI (86) SE        | C | 55.4 | 11.8 | 119 | 10 | £14930 |
| 1.2 TSI (105) SE       | D | 52.3 | 10.3 | 125 | 13 | £15630 |
| 1.2 TSI (105) Sport    | D | 52.3 | 10.3 | 125 | 13 | £15630 |
| 1.4 TSI (122) DSG SE   | E | 48.7 | 9.5  | 134 | 16 | £17425 |
| 1.6 TDI (105) SE       | C | 64.2 | 10.4 | 114 | 15 | £17380 |
| 1.2 TSI (105) Elegance | B | 46.9 | 10.3 | 125 | 13 | £16380 |
| 1.6 TDI (105) Elegance | C | 50.4 | 10.4 | 114 | 15 | £18130 |
| 1.6 TDI (90) GreenLine | A | 74.3 | 12.0 | 99  | 13 | £17815 |

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

#### Octavia - 4659x1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 11th

|                             |   |      |      |     |    |        |
|-----------------------------|---|------|------|-----|----|--------|
| 1.2 TSI (110) S             | C | 57.7 | 10.2 | 114 | 13 | £16285 |
| 1.2 TDI (110) S             | A | 74.3 | 10.6 | 99  | 13 | £18300 |
| 1.2 TSI (110) SE            | C | 57.7 | 10.2 | 114 | 18 | £17635 |
| 1.4 TSI (150) SE            | C | 55.4 | 8.1  | 118 | 18 | £18810 |
| 1.6 TDI (110) SE            | A | 74.3 | 10.6 | 99  | 13 | £19650 |
| 2.0 TDI (150) SE            | B | 70.6 | 8.4  | 106 | 19 | £20535 |
| 1.4 TSI (140) SE L          | A | 55.4 | 8.1  | 118 | 19 | £20510 |
| 1.6 TDI (110) SE L          | A | 74.3 | 10.6 | 99  | 14 | £21350 |
| 2.0 TDI (150) SE L          | B | 70.6 | 8.4  | 106 | 20 | £22335 |
| 1.2 TSI (105) Elegance      | B | 46.9 | 10.3 | 125 | 13 | £16380 |
| 1.6 TDI (105) Elegance      | C | 50.4 | 10.4 | 114 | 15 | £18130 |
| 2.0 TDI (184) vRS           | C | 64.2 | 8.1  | 115 | 26 | £24075 |
| 2.0 TSI (220) vRS           | F | 45.6 | 6.8  | 142 | 29 | £23830 |
| 2.0 TDI (150) 4x4 Scout     | D | 58.9 | 9.1  | 125 | 19 | £25405 |
| 2.0 TDI (184) DSG 4x4 Scout | D | 56.5 | 7.8  | 129 | 22 | £28200 |

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

#### Superb (NEW) - 4856-4861x1864mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

|                                  |   |      |      |     |     |        |
|----------------------------------|---|------|------|-----|-----|--------|
| 1.4 TSI (125) S                  | D | 52.3 | 9.9  | 125 | N/A | £18640 |
| 1.6 TDI (120) S                  | B | 68.9 | 10.9 | 108 | N/A | £20040 |
| 1.4 TSI (150) SE                 | C | 57.7 | 8.6  | 115 | N/A | £21190 |
| 1.6 TDI (120) SE                 | B | 68.9 | 10.9 | 108 | N/A | £21590 |
| 2.0 TDI (150) SE                 | B | 68.9 | 8.9  | 108 | N/A | £22090 |
| 1.4 TSI (150) SE L Executive     | C | 57.7 | 8.6  | 116 | N/A | £24220 |
| 2.0 TSI (220) DSG SE L Executive | F | 45.6 | 7.0  | 143 | N/A | £27020 |
| 2.0 TDI (280) 4x4 DSG SE L Exec  | C | N/A  | 5.8  | 165 | N/A | £31020 |
| 2.0 TDI (150) SE L Executive     | B | 68.9 | 8.9  | 109 | N/A | £25120 |
| 2.0 TDI (190) SE L Executive     | B | 68.9 | 8.0  | 107 | N/A | £27320 |

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same price as SE (diesels only), Laurin & Klement: add £3620 to SE L Executive (not 1.4 TSI)

#### Roomster - 4214x1684mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 62nd

|                           |   |      |      |     |    |        |
|---------------------------|---|------|------|-----|----|--------|
| 1.2 TSI (105) DSG S       | E | 50.0 | 11.0 | 134 | 12 | £14185 |
| 1.2 TSI (86) S            | E | 50.0 | 12.6 | 134 | 9  | £12750 |
| 1.2 TSI (105) SE          | E | 50.0 | 10.9 | 134 | 12 | £14795 |
| 1.2 TSI (86) SE           | E | 50.0 | 12.6 | 134 | 9  | £14130 |
| 1.2 12v (69) S            | F | 46.0 | 15.9 | 143 | 5  | £12105 |
| 1.2 TDI (75) GreenLine II | B | 67.0 | 15.4 | 109 | 9  | £16325 |
| 1.6 TDI (105) SE          | D | 60.0 | 11.5 | 124 | 13 | £15640 |
| 1.6 TDI (90) SE           | D | 60.0 | 13.3 | 124 | 11 | £15415 |

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

#### Yeti - 4223x1793mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 2nd

|                                     |   |      |      |     |    |        |
|-------------------------------------|---|------|------|-----|----|--------|
| 1.2 TSI (105) S                     | F | 46.3 | 11.4 | 142 | 13 | £16715 |
| 1.6 TDI (105) GreenLine II S        | C | 61.4 | 12.1 | 119 | 14 | £18025 |
| 2.0 TDI (110) S                     | E | 55.4 | 11.6 | 134 | 14 | £18055 |
| 1.2 TSI (105) SE                    | F | 46.3 | 11.4 | 142 | 14 | £18225 |
| 1.6 TDI (105) GreenLine II SE       | C | 61.4 | 12.1 | 119 | 14 | £19715 |
| 2.0 TDI (110) SE                    | E | 55.4 | 11.6 | 134 | 14 | £19565 |
| 1.2 TSI (105) Elegance              | F | 46.3 | 11.4 | 142 | 14 | £20050 |
| 1.6 TDI (105) GreenLine II Elegance | C | 61.4 | 12.1 | 119 | 14 | £21475 |
| 2.0 TDI (110) Elegance              | E | 55.4 | 11.6 | 134 | 14 | £21390 |
| 2.0 TDI (140) Outdoor SE 4x4        | G | 48.7 | 9.9  | 152 | 18 | £22030 |
| 2.0 TDI (140) Outdoor Elegance 4x4  | G | 48.7 | 9.9  | 152 | 19 | £23965 |
| 2.0 TDI (170) Outdoor Elegance 4x4  | F | 49.6 | 8.4  | 149 | 22 | £24640 |
| 1.8 TSI (160) Outdoor L&K 4x4       | I | 36.2 | 8.4  | 184 | 22 | £25610 |
| 2.0 TDI (140) DSG Outdoor L&K 4x4   | G | 44.8 | 10.2 | 164 | 19 | £27165 |
| 2.0 TDI (170) Outdoor L&K 4x4       | F | 49.6 | 8.4  | 149 | 22 | £26740 |

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

#### SMART

www.thsmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48  
Warranty: 3 years/unlimited miles

#### fortwo - 2695x1663mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

|                      |   |      |      |    |   |        |
|----------------------|---|------|------|----|---|--------|
| 1.0 (71) passion     | A | 68.9 | 14.4 | 93 | 3 | £11125 |
| 1.0 (71) prime       | A | 68.9 | 14.4 | 93 | 3 | £11820 |
| 1.0 (71) edition #1  | A | 68.9 | 14.4 | 93 | 3 | £13225 |
| 0.9T (90) passion    | A | 67.3 | 10.4 | 97 | 8 | £11720 |
| 0.9T (90) prime      | A | 67.3 | 10.4 | 97 | 8 | £12415 |
| 0.9T (90) edition #1 | A | 67.3 | 10.4 | 97 | 9 | £13820 |

proxy: same price as prime

#### forfour - 3495x1665mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

|                     |   |      |      |    |   |        |
|---------------------|---|------|------|----|---|--------|
| 1.0 (71) passion    | A | 67.3 | 15.9 | 97 | 2 | £11620 |
| 1.0 (71) prime      | A | 67.3 | 15.9 | 97 | 2 | £12315 |
| 1.0 (71) edition #1 | A | 67.3 | 15.9 | 97 | 3 | £13720 |

proxy: same price as prime

#### SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68  
Warranty: 5 years/unlimited miles

#### Turismo - 5130x1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

|                 |   |      |      |     |    |        |
|-----------------|---|------|------|-----|----|--------|
| 2.0 S           | J | 37.2 | 14.2 | 199 | 27 | £17995 |
| 2.0 ES          | J | 37.2 | 14.2 | 199 | 27 | £19995 |
| 2.0 EX auto 4WD | K | 34.9 | 14.2 | 212 | 29 | £23995 |

Auto: add £1500 to ES

#### Tivoli - 4195x1795mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

|                   |   |      |      |     |     |        |
|-------------------|---|------|------|-----|-----|--------|
| 1.6 SE            | F | 44.1 | 12.0 | 149 | N/A | £12950 |
| 1.6D SE           | C | N/A  | N/A  | 113 | N/A | £14200 |
| 1.6 EX            | F | 44.1 | 12.0 | 149 | N/A | £14600 |
| 1.6D EX           | C | N/A  | N/A  | 113 | N/A | £15850 |
| 1.6d auto ELX 4WD | D | N/A  | N/A  | 123 | N/A | £19500 |

Auto: add £1000 to EX and ELX; add £1400 to EX, 4WD; add £1250 to EX and ELX diesel manual



**Corsa** - 4021x1736x1746mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** N/A

|                                    | Eco band | MPG  | 0-60mph | CO <sub>2</sub> | Insurance group | List price |
|------------------------------------|----------|------|---------|-----------------|-----------------|------------|
| 1.2i (70) Life 3dr                 | D        | 52.3 | 16.0    | 126             | 2               | £10900     |
| 1.4i (90) Life 3dr                 | D        | 54.3 | 13.2    | 121             | 6               | £11245     |
| 1.3 CDTi (75) S/e ecoFLEX Life 3dr | A        | 74.3 | 10.8    | 96              | 6               | £13150     |
| 1.2i (70) Sting 3dr                | D        | 53.3 | 16.0    | 124             | 2               | £8995      |
| 1.4i (90) ecoFLEX Sting 3dr        | C        | 55.4 | 13.2    | 119             | 6               | £9340      |
| 1.0i (115) S/e ecoFLEX Sting 3dr   | C        | 57.6 | 10.3    | 114             | 11              | £10825     |
| 1.0i (115) S/e ecoFLEX Sting R 3dr | C        | 57.6 | 10.3    | 114             | 11              | £10995     |
| 1.2i (70) Excite 3dr               | D        | 53.3 | 16.0    | 124             | 3               | £11965     |
| 1.4i (90) ecoFLEX Excite 3dr       | C        | 55.4 | 13.2    | 119             | 6               | £12310     |
| 1.0i (115) S/e ecoFLEX Excite 3dr  | C        | 57.6 | 10.3    | 114             | 12              | £14095     |
| 1.2i (70) Limited Edition 3dr      | D        | 52.3 | 16.0    | 126             | 3               | £13805     |
| 1.4i (90) Limited Edition 3dr      | D        | 54.3 | 13.2    | 121             | 7               | £14150     |
| 1.0i (115) S/e ecoFLEX Ltd Ed 3dr  | C        | 57.6 | 10.3    | 115             | 13              | £15635     |
| 1.2i (70) Design 3dr               | D        | 52.3 | 16.0    | 126             | 3               | £10900     |
| 1.4i (90) Design 3dr               | D        | 54.3 | 13.2    | 121             | 6               | £11245     |
| 1.0i (90) S/e ecoFLEX Design 3dr   | C        | 57.6 | 11.9    | 102             | 9               | £12730     |
| 1.3 CDTi (75) S/e e-FLX Design 3dr | A        | 74.3 | 14.8    | 100             | 6               | £13150     |
| 1.3 CDTi (95) S/e e-FLX Design 3dr | A        | 85.6 | 11.9    | 87              | 9               | £13650     |
| 1.2i (70) SRI 3dr                  | D        | 53.3 | 16.0    | 124             | 3               | £11595     |
| 1.4i (90) SRI 3dr                  | C        | 55.4 | 13.2    | 119             | 6               | £11940     |
| 1.0i (90) S/e ecoFLEX SRI 3dr      | A        | 57.6 | 11.9    | 100             | 9               | £13425     |
| 1.4i (100) S/e ecoFLEX SRI 3dr     | C        | 55.4 | 11.0    | 119             | 10              | £12595     |
| 1.3 CDTi (75) S/e e-FLX SRI 3dr    | A        | 74.3 | 14.8    | 99              | 6               | £13845     |
| 1.3 CDTi (95) S/e e-FLX SRI 3dr    | A        | 88.3 | 11.9    | 85              | 9               | £14345     |
| 1.2i (70) SE 3dr                   | D        | 53.3 | 16.0    | 124             | 3               | £12240     |
| 1.4i (90) ecoFLEX SE 3dr           | C        | 55.4 | 13.2    | 119             | 6               | £12585     |
| 1.0i (90) S/e ecoFLEX SE 3dr       | A        | 57.6 | 11.9    | 100             | 9               | £14070     |
| 1.4i (100) S/e ecoFLEX SE 3dr      | C        | 55.4 | 11.0    | 119             | 10              | £13240     |
| 1.3 CDTi (75) S/e e-FLX SE 3dr     | A        | 74.3 | 14.8    | 99              | 7               | £14490     |
| 1.3 CDTi (95) S/e e-FLX SE 3dr     | A        | 88.3 | 11.9    | 85              | 9               | £14990     |
| 1.6T (205) VXR 3dr                 | H        | 37.7 | 6.5     | 174             | N/A             | £17995     |

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI VXi-Line: add £1035 to SRI

**Astra** - 4290x4419x1753-1814mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 172nd

|                                  |   |      |      |     |    |        |
|----------------------------------|---|------|------|-----|----|--------|
| 1.4 VVT (100) Expression         | D | 51.0 | 14.0 | 129 | 9  | £12995 |
| 1.4 VVT (100) Design             | D | 51.0 | 12.9 | 129 | 9  | £15250 |
| 1.6 VVT (115) Design             | F | 45.0 | 10.9 | 147 | 12 | £16060 |
| 1.3 CDTi (95) ecoFLEX S/e Design | B | 72.0 | 13.8 | 104 | 12 | £16835 |
| 1.6 CDTi (110) ecoFLEX Design    | A | 76.3 | 11.8 | 94  | 15 | £17735 |
| 1.6 CDTi (136) ecoFLEX Design    | B | 63.0 | 10.7 | 104 | 18 | £18330 |
| 1.4 VVT (100) Excite             | D | 51.0 | 12.9 | 129 | 9  | £17755 |
| 1.6 VVT (115) Excite             | F | 45.0 | 10.9 | 147 | 12 | £18565 |
| 1.7 CDTi (110) e-FLX S/e Excite  | A | 63.0 | 11.8 | 99  | 15 | £19845 |
| 2.0 CDTi (165) Tech Line         | C | 63.0 | 8.5  | 119 | 10 | £19995 |
| 1.4 VVT (100) SRI                | D | 51.0 | 12.9 | 129 | 9  | £18735 |
| 1.6 VVT (115) SRI                | F | 46.0 | 10.9 | 146 | 12 | £19545 |
| 1.4i (140) SRI                   | E | 48.0 | 9.0  | 138 | 17 | £20205 |
| 1.6T (180) SRI                   | G | 42.0 | 7.9  | 159 | 12 | £20810 |
| 1.6 CDTi (110) ecoFLEX SRI       | A | 63.0 | 11.8 | 99  | 15 | £21740 |
| 1.6 CDTi (136) ecoFLEX SRI       | B | 63.0 | 10.7 | 104 | 18 | £22335 |
| 1.7 CDTi (110) S/e 99g SRI       | B | 76.0 | 11.8 | 99  | 15 | £21245 |
| 2.0 CDTi (165) SRI               | C | 63.0 | 8.5  | 119 | 20 | £22825 |
| 2.0 CDTi (195) S/e BiTurbo       | D | 53.3 | 7.8  | 134 | 26 | £24205 |

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

**Ampera** - 4498x1787mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** N/A

|                   |   |       |     |    |    |        |
|-------------------|---|-------|-----|----|----|--------|
| 1.4 auto Positive | A | 235.4 | 9.0 | 27 | 20 | £28750 |
| 1.4 auto Electron | A | 235.4 | 9.0 | 27 | 21 | £30495 |

**Insignia** - 4842x1856mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 165th

|                                     |   |      |      |     |    |        |
|-------------------------------------|---|------|------|-----|----|--------|
| 1.8 VVT (140) Design 3dr            | G | 40.4 | 11.5 | 164 | 14 | £16479 |
| 2.0 CDTi (120) S/e Design 3dr       | D | 54.3 | 10.9 | 123 | 15 | £17394 |
| 2.0 CDTi (120) S/e Design 3dr       | A | 76.3 | 11.9 | 99  | 15 | £18944 |
| 2.0 CDTi (130) Design               | C | 62.8 | 11.1 | 119 | 16 | £18104 |
| 2.0 CDTi (140) ecoFLEX Design 3dr   | A | 76.3 | 10.5 | 99  | 18 | £19194 |
| 2.0 CDTi (163) ecoFLEX Design       | C | 65.7 | 9.5  | 114 | 20 | £19554 |
| 1.8 VVT (140) SRI 3dr               | G | 40.4 | 11.5 | 164 | 14 | £18279 |
| 1.4i (140) S/e SRI 3dr              | D | 54.3 | 10.9 | 123 | 15 | £19194 |
| 2.0 CDTi (120) S/e SRI 3dr          | A | 76.3 | 11.9 | 99  | 15 | £20744 |
| 2.0 CDTi (130) SRI 3dr              | C | 62.8 | 11.1 | 119 | 16 | £19904 |
| 2.0 CDTi (140) ecoFLEX SRI 3dr      | A | 76.3 | 10.5 | 99  | 19 | £20594 |
| 2.0 CDTi (163) ecoFLEX SRI 3dr      | C | 65.7 | 9.5  | 114 | 20 | £21354 |
| 2.0 BiCDTi (195) S/e SRI 3dr        | D | 60.1 | 8.7  | 125 | 24 | £24814 |
| 2.0i (250) S/e SRI VXi-Line 3dr     | H | 39.2 | 7.5  | 169 | 26 | £22449 |
| 1.4i (140) S/e Elite 3dr            | J | 60.1 | 8.7  | 186 | 15 | £21574 |
| 1.6T (170) S/e Elite 3dr            | E | 47.9 | 9.2  | 139 | 20 | £22964 |
| 2.0i (250) S/e Elite 3dr            | H | 39.2 | 7.5  | 169 | 26 | £23609 |
| 2.0 CDTi (120) S/e Elite 3dr        | A | 76.3 | 11.9 | 99  | 16 | £23124 |
| 2.0 CDTi (140) ecoFLEX Elite 3dr    | A | 76.3 | 10.5 | 99  | 19 | £23374 |
| 2.0 CDTi (163) ecoFLEX Elite        | C | 65.7 | 9.5  | 114 | 20 | £23734 |
| 2.0 BiTurbo (195) S/e aut Elite 3dr | D | 60.1 | 8.7  | 125 | 24 | £23739 |
| 2.8 VVT VXR SuperSport 3dr          | L | 27.0 | 5.6  | 249 | 37 | £29769 |

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0i, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXi-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

**Meriva** - 4288x1812mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 186th

|                               |   |      |      |     |    |        |
|-------------------------------|---|------|------|-----|----|--------|
| 1.4 VVT (100) Expression      | E | 46.3 | 13.9 | 140 | 8  | £12625 |
| 1.4 VVT (100) S               | E | 46.3 | 13.9 | 140 | 8  | £16420 |
| 1.4i VVT (120) S              | E | 47.9 | 11.5 | 139 | 11 | £17155 |
| 1.3 CDTi (75) S               | D | 57.6 | 16.9 | 129 | 6  | £17910 |
| 1.3 CDTi (95) ecoFLEX S       | C | 62.8 | 13.8 | 119 | 7  | £19000 |
| 1.7 CDTi (110) auto S         | G | 46.3 | 12.9 | 160 | 12 | £20340 |
| 1.6 CDTi (136) S              | C | 64.2 | 9.9  | 116 | 16 | £19340 |
| 1.4 VVT (100) Tech Line (a/c) | E | 46.3 | 13.9 | 140 | 7  | £13995 |
| 1.3 CDTi (75) Tech Line (a/c) | E | 57.6 | 16.9 | 129 | 5  | £15610 |
| 1.4 VVT (100) SE (a/c)        | E | 46.3 | 13.9 | 140 | 8  | £18445 |
| 1.4i VVT (120) SE (a/c)       | E | 47.9 | 11.5 | 139 | 14 | £19175 |
| 1.4i VVT (140) SE (a/c)       | G | 44.2 | 10.3 | 151 | 14 | £20005 |
| 1.7 CDTi (110) auto SE (a/c)  | G | 46.3 | 12.9 | 160 | 12 | £22360 |
| 1.6 CDTi (136) SE (a/c)       | C | 64.2 | 9.9  | 116 | 16 | £21370 |

Auto: add £1420 to 1.4i (120) Exclusiv, SE, Exclusiv: add £670 to S

**Zafira Tourer** - 4658x1884mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 79th

|                                   |   |      |      |     |    |        |
|-----------------------------------|---|------|------|-----|----|--------|
| 1.4i (140) S/e Exclusiv           | F | 45.0 | 9.9  | 148 | 14 | £22680 |
| 1.4i (140) S/e SE                 | F | 45.0 | 9.9  | 148 | 15 | £24020 |
| 1.8 VVT (140) ES                  | H | 39.0 | 10.9 | 169 | 14 | £21375 |
| 1.8 VVT (140) Exclusiv            | H | 39.0 | 10.9 | 169 | 14 | £22375 |
| 1.6 CDTi (136) Exclusiv           | B | 54.0 | 11.5 | 109 | 11 | £25400 |
| 2.0 CDTi (110) ES                 | E | 54.0 | 11.5 | 137 | 11 | £22630 |
| 2.0 CDTi (130) ecoFLEX S/e ES     | C | 63.0 | 10.6 | 119 | 15 | £23300 |
| 2.0 CDTi (130) e-FLX S/e Exclusiv | C | 63.0 | 10.6 | 119 | 15 | £24300 |
| 2.0 CDTi (165) S/e Exclusiv       | E | 54.0 | 9.1  | 137 | 19 | £24695 |
| 2.0 CDTi (130) ecoFLEX S/e SE     | C | 63.0 | 10.6 | 119 | 15 | £25475 |
| 2.0 CDTi (165) S/e SE             | E | 54.0 | 9.1  | 137 | 19 | £26090 |
| 2.0 CDTi (195) S/e BiTurbo SE     | E | 50.4 | 8.5  | 149 | 21 | £27740 |

Auto: add £1405 to 1.4i, £1285 to 2.0 CDTi (165), SRI: £45 less

than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

**Mokka** - 4280x1777mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 88th

|                            |   |      |      |     |    |        |
|----------------------------|---|------|------|-----|----|--------|
| 1.6 16v (115) S/S Exclusiv | G | 43.5 | 12.2 | 153 | 6  | £18064 |
| 1.4i (140) S/S Exclusiv    | E | 47.1 | 9.6  | 139 | 12 | £18724 |
| 1.4i (140) S/S Exclusiv    | E | 47.1 | 9.6  | 139 | 12 | £19749 |

Auto: add £930 to 1.4i, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

**Antara** - 4596x1850mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

|                             |   |      |      |     |    |        |
|-----------------------------|---|------|------|-----|----|--------|
| 2.2 CDTi (163) Exclusiv AWD | H | 43.0 | 9.9  | 175 | 25 | £23450 |
| 2.2 CDTi (163) Exclusiv FWD | H | 45.0 | 9.9  | 167 | 25 | £21030 |
| 2.2 CDTi (163) SE Nav AWD   | H | 43.0 | 9.9  | 175 | 28 | £26325 |
| 2.2 CDTi (184) SE Nav AWD   | H | 43.0 | 9.6  | 175 | 28 | £27385 |
| 2.4 (167) Exclusiv FWD      | K | 32.0 | 10.5 | 206 | 20 | £19800 |

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

**GTC** - 4466x1840mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 172nd

|                            |   |      |      |     |    |        |
|----------------------------|---|------|------|-----|----|--------|
| 1.4i (120) S/S Sport       | E | 48.0 | 10.9 | 139 | 13 | £18995 |
| 1.4i (140) S/S Sport       | E | 48.0 | 9.9  | 139 | 16 | £19885 |
| 1.6T (200) Sport           | H | 39.0 | 8.3  | 154 | 25 | £21250 |
| 1.7 CDTi (110) S/S Sport   | C | 63.0 | 11.9 | 119 | 13 | £20850 |
| 1.7 CDTi (130) S/S Sport   | C | 63.0 | 10.8 | 119 | 13 | £21450 |
| 2.0 CDTi (165) S/S Sport   | D | 59.0 | 8.9  | 127 | 20 | £21955 |
| 2.0 CDTi (195) S/S BiTurbo | D | 53.3 | 7.8  | 129 | 27 | £24775 |
| 2.0i (280) VXR             | J | 34.9 | 5.9  | 189 | 35 | £27270 |

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

**Cascadia** - 4696x1839mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

|                                  |   |      |      |     |    |        |
|----------------------------------|---|------|------|-----|----|--------|
| 1.4i (140) S/S SE                | F | 44.8 | 10.2 | 148 | 20 | £23995 |
| 1.6T (170) auto SE               | H | 39.2 | 9.2  | 168 | 24 | £27095 |
| 2.0 CDTi (165) S/S SE            | E | 54.3 | 9.6  | 138 | 23 | £26800 |
| 2.0 CDTi (165) auto SE           | E | 45.6 | 9.6  | 163 | 23 | £27600 |
| 2.0 CDTi BiTurbo (195) S/S Elite | E | 54.3 | 8.9  | 139 | 27 | £29665 |

Auto: add Elite spec: add £2100 to SE

**VXR8** - 4941x1781mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

|                 |   |      |     |     |    |        |
|-----------------|---|------|-----|-----|----|--------|
| 6.2 V8 GT5      | M | 18.5 | 4.2 | 363 | 50 | £54499 |
| 6.2 V8 GT5 auto | M | 18.0 | 4.2 | 373 | 50 | £56224 |

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**up!** - 3540x1641mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 56th

|                       |     |      |      |     |    |        |
|-----------------------|-----|------|------|-----|----|--------|
| 1.0 (60) Move up! 3dr | B   | 63.0 | 14.4 | 105 | 1  | £9810  |
| 1.0 (60) Take up! 3dr | B   | 63.0 | 14.4 | 105 | 1  | £8765  |
| 1.0 (75) High up! 3dr | B   | 60.0 | 13.2 | 108 | 2  | £11385 |
| 1.0 (75) Rock up! 3dr | B   | 60.0 | 13.2 | 108 | 4  | £13465 |
| BEV (82) e-up! 3dr    | N/A | 12.4 | 0    | 10  | 10 | £19270 |

Auto: add £595 to Move up! and High up!, Sdr: add £375 to 3dr (not Rock up!), BMT: add £360 to Move and High up!

**Polo** - 3970-3972x1682mm, **EURO-NCAP**☆☆☆☆  
**DRIVER POWER POS:** 167th

|                               |   |      |      |     |    |        |
|-------------------------------|---|------|------|-----|----|--------|
| 1.0 (60) S 3dr                | B | 60.1 | 15.5 | 106 | 7  | £11250 |
| 1.0 (60) S A/C 3dr            | B | 60.1 | 15.5 | 106 | 8  | £11970 |
| 1.0 (60) SE 3dr               | B | 60.1 | 15.5 | 106 | 8  | £12585 |
| 1.0 (75) SE 3dr               | B | 58.9 | 14.3 | 108 | 10 | £13110 |
| 1.2 TSI (90) SE 3dr           | B | 60.1 | 10.8 | 107 | 15 | £13730 |
| 1.4 TDI (75) SE 3dr           | A | 83.1 | 12.9 | 88  | 13 | £14795 |
| 1.2 TSI (110) SEL 3dr         | B | 58.9 | 9.3  | 110 | 19 | £16260 |
| 1.0 TSI (95) BlueMotion 3dr   | A | 68.9 | 10.5 | 94  | 16 | £17370 |
| 1.4 TDI (75) BlueMotion 3dr   | A | 91.1 | 12.9 | 82  | 15 | £15795 |
| 1.4 TDI (90) SEL 3dr          | A | 83.1 | 10.9 | 88  | 16 | £16770 |
| 1.4 TSI ACT (150) Blue GT 3dr | B | 58.9 | 7.8  | 110 | 24 | £18650 |
| 1.8 TSI (120) GTI 3dr         | E | 47.1 | 6.7  | 139 | 29 | £18850 |

D530, add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, 5dr; add £600, SE Design; add £1100 to SE





# Vettel in for Race of Champions

■ **F1 champ for London event**  
■ **To be held at Olympic Stadium**



**Stephen Errity**

Stephen\_Errity@dennis.co.uk

**AE** GERMAN four-time Formula One World Champion Sebastian Vettel has been confirmed for the season-ending Race of Champions (ROC) event, which this year takes place in London's Olympic Stadium.

The ROC sees top drivers from various motorsport disciplines, including F1, the World Rally Championship, sportscars, NASCAR and motorcycling, go head-to-head in identical cars around a stadium circuit.

Vettel made his RoC debut at London's Wembley Stadium in 2007, while the event has also taken place in Beijing, Bangkok, Paris and Dusseldorf in recent years.

Some other drivers confirmed for the 2015 running include nine-time Le Mans 24 Hours winner Tom Kristensen, reigning FIA World Rallycross Champion and 2003 World Rally Championship title holder Petter Solberg, plus the ROC's current 'Champion of Champions' David Coulthard.

Vettel said: "I'm really looking forward to returning to the Race Of Champions, which I've enjoyed competing in since my F1 debut in 2007. It's going to be exciting racing in the 2012 London Olympic Stadium."

The event will take place over two days: Friday 20 and Saturday 21 November. The ROC Nations Cup on the Friday evening will see the drivers pair up in teams based on their country to bid for the title of world's fastest nation. The individual competition on the afternoon of Saturday 21 November then decides the overall ROC Champion.

ROC president Fredrik Johansson said: "It's brilliant news that Sebastian will join us at this year's Race Of Champions. When he



raced at Wembley in 2007 it was still a year before his first F1 win, but it was clear to everyone watching that they were in the presence of something special."

Tickets are on sale now at [raceofchampions.com](http://raceofchampions.com) for the event, priced from £27.



## SHOWDOWN

Olympic Stadium (above) is the venue for Race of Champions, with Vettel (right) one of the drivers taking part



## Strakka Racing steps up to LMP1

BRITISH sportscar squad Strakka Racing is to step up from running customer cars to building its own contender for the LMP1 class of the Le Mans 24 Hours and World Endurance Championship in 2017.

The Silverstone-based team started this season running a car built by Japanese firm Dome and powered by a Nissan engine in the second-tier LMP2 class, but this will now be used as a testbed for developing the LMP1 car. Strakka has acquired an alternative car to see out the 2015 season.

There are currently only two privateers in the LMP1 class – Swiss squad Rebellion Racing and the German ByKolles outfit – so the arrival of Strakka should step up the competition behind the hybrid-engined works cars from Audi, Porsche and Toyota.



Strakka's current Dome S103 (above) will be used as a testbed for new LMP1 project set to debut in 2017



## Makinen to head Toyota WRC team



FOUR-time World Rally Champion Tommi Makinen has been appointed as team principal for Toyota's return to the World Rally Championship in 2017.

The former Subaru and Mitsubishi driver (pictured above with Toyota's president Akio Toyoda) is expected to run the team from a new base in Finland, with Toyota's Germany-based TMG motorsport division no longer involved.



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**AE** UNTIL July 2015, I'd never been mindlessly discriminated against, never felt like a powerless victim, never considered myself a sufferer.

But all that changed after my 35-mile drive on a 'normal' day in and on the fringe of London last week. What should have been a gentle and productive, non-rush hour journey from hotel to BBC studios, to hospitals (delivering TVs and laptops to young adult cancer patients) to blood centres and home, took five gruelling hours. My 7mph average was frustratingly pathetic.

The icing on the cake? Two 'congestion' tax payments (to enter central London, and to cross the M25 at Dartford) plus a parking ticket where pay and display machines were faulty. Convenient for the authorities, that.

The capital's car-loathing politicians are to blame for the motoring hell hole deliberately and cynically created in London. They're guilty of state-sponsored sabotage of streets that have been so extensively closed, narrowed, covered or restricted that the place no longer has a viable 'road network' for private, non-subsidised, non-profit making car drivers. Yet the red carpet is rolled out for heavily subsidised, polluting, profit-obsessed bus and coach firms. Entrepreneurial black cab drivers are welcomed too, along with a new army of money-making Uber taxi drivers, plus rip-off rickshaw riders, and cyclists who pay zilch in road user taxation.

I was born and taught to drive in the capital – on several roads that are now toast, or rather bus/taxi/cycle lanes! So I know a bit about how politicians have squeezed out the humble motorist.

But the squeezing out process has now been replaced by a bludgeoning of motorists who are being viciously elbowed out. Car drivers are entitled to feel they're being victimised and discriminated against because, er, they are. It's bonkers. We (unsubsidised car drivers) pay the lion's share of road user taxes, yet they (the heavily subsidised users of buses, coaches, taxis, cycles and cycle lanes) get preferential treatment.

It's London lunacy at present. But I fear that this will spread to other big cities. It's only a matter of time before a major UK town or city bans all private cars. My money's on the capital – where brainless politicians have yet more dirty, discriminatory, deeply damaging tricks up their sleeves. They'll not be content until they make motoring refugees of us.



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

**W** It's only a matter of time before a major UK city or town bans all private cars – and my money is on the capital

**Do you agree with Mike?**

Have your say at [facebook.com/autoexpress](https://facebook.com/autoexpress) @The\_Rutherford

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## New Fiat 500

Same-again looks, but is revised baby better to drive? Don't miss our definitive verdict

**TESTED**



## Kia Sorento vs Discovery Sport

Can classy new Korean seven-seater upset Land Rover? We put the pair head-to-head

**DRIVEN**



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